VOL. CCIX, No. 2726

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THE SPHERE, MAY 10, 1952
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The SPHERE

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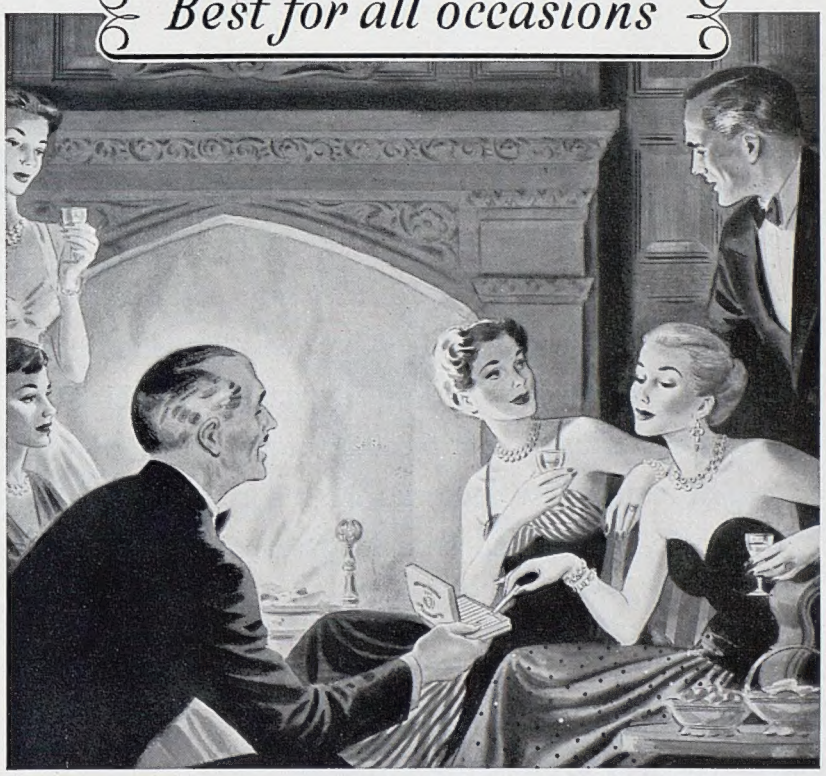

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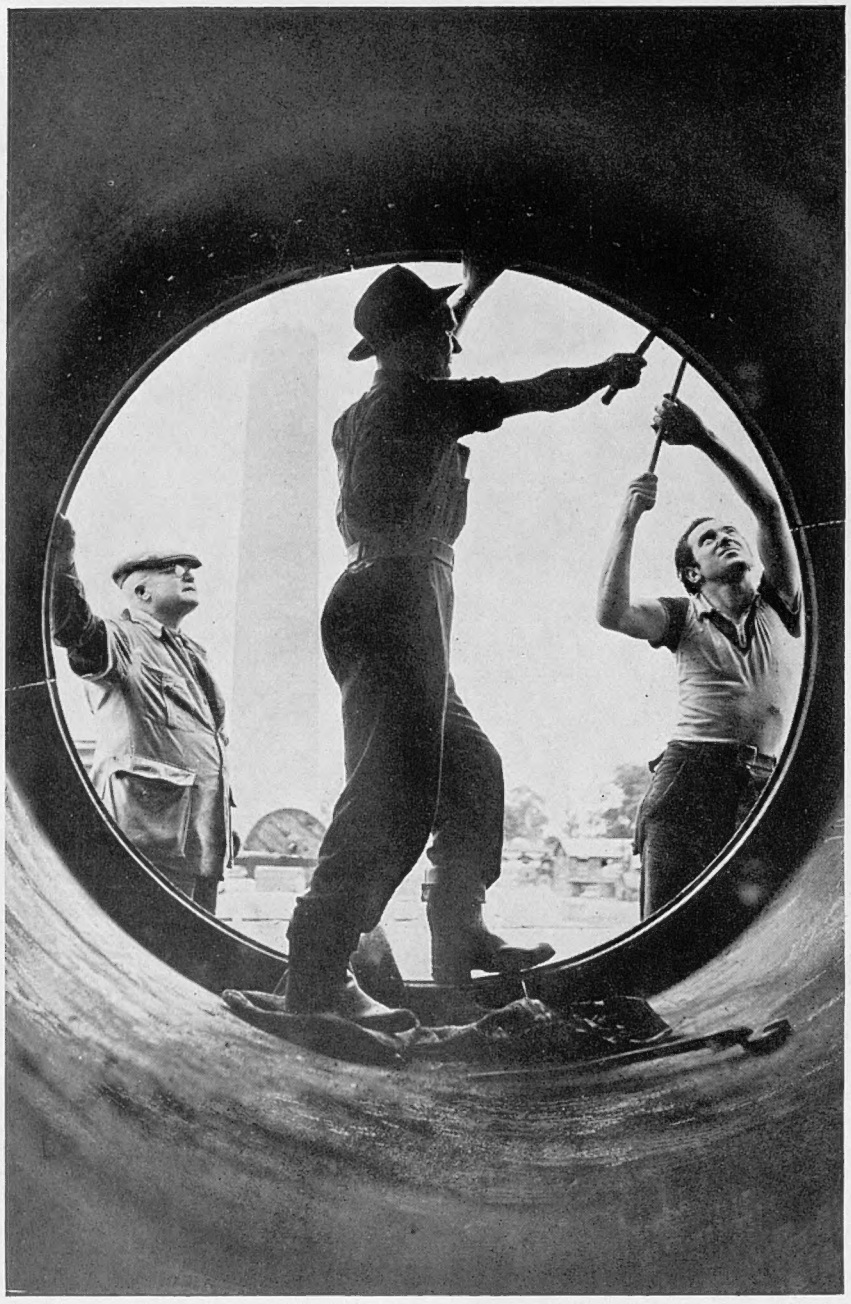

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A great new oil refinery with a projected capacity of 4,000,000 tons a year is being erected by Anglo-Iranian on the coast of Kent, at a cost of some £40,000,000. The company's three existing refineries in the United Kingdom already have a combined annual capacity of over 6,000,000 tons.

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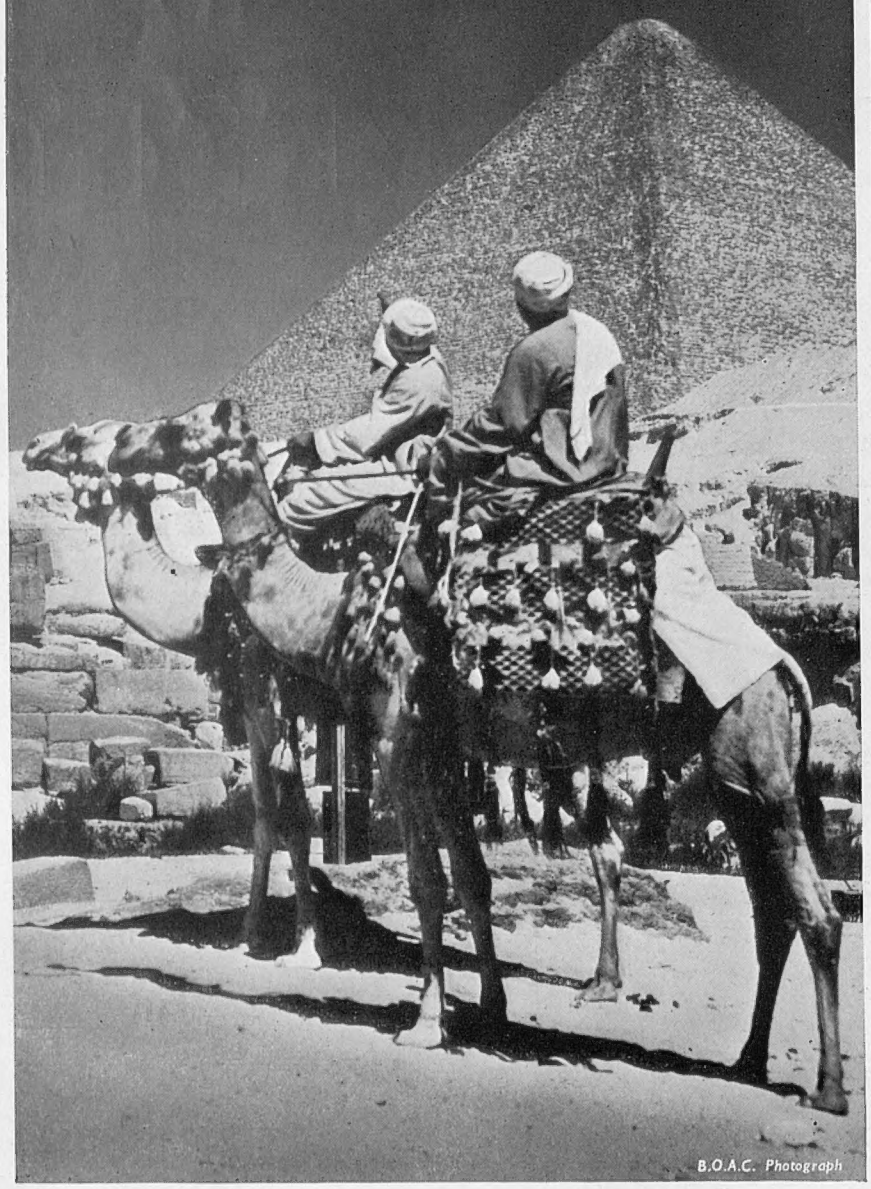

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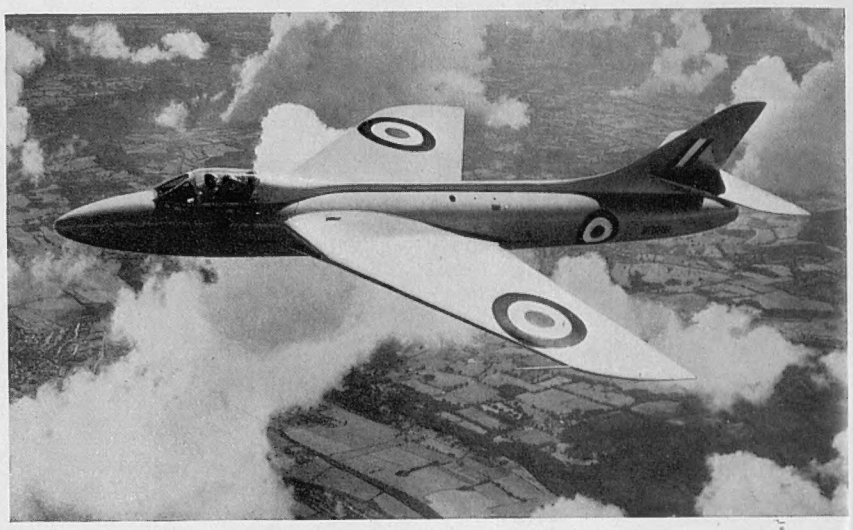

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Volume CCIX No. 2726

The SPHERE, London, May 10, 1952

The SPHERE

with which is incorporated THE GRAPHIC

INAUGURATING THE WORLD'S FIRST JET SERVICE—THE COMET AIRLINER G—ALYP TAKING OFF AT LONDON AIRPORT ON ITS 6,724-MILE FLIGHT TO JOHANNESBURG, WHICH IT ACCOMPLISHED IN AN OVERALL FLYING TIME OF 23 HOURS 38 MINS.: Thirty-six passengers were carried on this initial flight. The route was via Rome, Beyrout, Khartoum, Entebbe and Livingstone. Because of the long journey three crews were used, the second taking over at Beyrout and the third at Khartoum.

The Comet, the first pure jet-propelled airliner to fly a regular commercial schedule, has ushered in a new era of air travel upon the skyways of the world with its inaugural flight on the South African route, and it has demonstrated that Britain is indeed far ahead of all her rivals in the development of jet aircraft. The Comet had no difficulty on this inaugural flight in maintaining schedule, and indeed, on the last stage from Livingstone, time was wasted to prevent too early an arrival in Johannesburg, the pilot making wide, sweeping turns on his course. When, and if, halts are made at Cairo instead of Beyrout, the B.O.A.C. will be able to lop several hours off the Comet's schedule. The programme for the Comet is almost world-embracing. There is to be a service to Singapore via Karachi, Delhi and Rangoon, and within about a year B.O.A.C. will also be flying the Comets between New York and Bermuda and New York and Nassau. Within two or three years the long-range Avon Comets will probably be operating the B.O.A.C. services across the North Atlantic between Britain and the United States. (See also pages 208-09 for further pictures of the Comet's journey, and the special feature article by Ivor Thomas on pages 218 to 223 entitled "AIRLINES ACROSS A SHRINKING WORLD."

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

ELSTOW'S GREAT MAY FESTIVAL

ON THE GREEN IN JOHN BUNYAN'S VILLAGE : Dancing round the maypole at Elstow, Bedfordshire, during the annual May Day festivities. The crowds at Elstow were larger than usual this year, and sunshine assisted the event too.

HANGING THE ALE GARLANDS

AN ALE GARLAND HANGS FROM THE LORD RAGLAN IN ST. MARTIN-IN-THE-FIELDS : It is being set in place by Mr. H. G. Hicklenton, the Master of the Gold and Silver Wyre Drawers. A notice above the window explains that the garland celebrates the 400th anniversary of the grant of a Justice's Licence to the Lord Raglan. More than twenty London inns 400 or more years old or standing on sites of inns existing 400 years ago participated.

A "TEST TO DESTRUCTION"

LOADED WITH 85 TONS OF PIG-IRON, IT CRASHED WITH A ROAR : This pre-stressed footbridge on the South Bank Festival site in London collapsed in a "test to destruction" carried out by the Cement and Concrete Association and the Pre-Stressed Concrete Development Group, the experiment being undertaken by arrangement with the London County Council during the course of demolition work on the Festival site. The knowledge gained from this test is likely to yield valuable information to builders.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newslette

195-198, STRAND, W.C.2.

Supreme Commander S.H.A.P.E.—

The Atlantic Council unanimously approved General Ridgway as "Ike's" successor. It was unanimous in limiting the choice to an American. The men who pay the piper call the tune. The choice will be generally approved with few dissentients. General Ridgway has a fine record as a soldier in the field and he has revealed a good deal of "Ike's" generosity, tact and bigness in recognising the fighting qualities of other than American units. That generosity is not always universal among American generals. It is said that General Ridgway has not yet fully proved himself as a diplomat, but whatever the job of shaping S.H.A.P.E. may have been in its early stages, Ridgway's job is to-day a soldier's job pure and simple. Or not so simple? It is when allies fight side by side that generalissimos must mingle diplomacy with pure strategy. Marlborough found that out; so did Wellington. Perhaps the necessity had a greater effect on Eisenhower as a pure strategist than on the great Dukes. One may conclude that it was so if one takes *The Struggle for Europe* as gospel. We may be glad that this vital post is now filled and filled to general satisfaction. There was no time to waste in interlude and uncertainty. The nations' defence drives demanded instant and continuous canalisation of effort.

"Ike" for the White House?—

If the primaries are still as of old the key and pointer in a Presidential Election (and Massachusetts above all), it looks as if it will be "Ike" first and the rest nowhere. But though Eisenhower is undoubtedly the most popular personality among ten leading possibles, the colours which he carries are not so heavily backed. It is no use arguing that it is hardly worth catching election fever between now and November, for the fight is as ever between Republicans and Democrats, and not between this man and that. And much may happen in the next few months to boost or lower either of the great parties in public favour. As we were recently warned by a voice from America, the "foreign vote" is incalculable. The vast immigration into the States of Middle Europeans which has in recent years swamped the much more predictable vote obtained from Northern European immigrants will leave the issue uncertain until July and later. "Ike" the man is an odds-on favourite. "Ike" the Republican can be quoted no better than 2-to-1 against. A lot depends on Mr. Truman's last months of administration and on a number of possible bomb explosions in America, in the Far East, and in Europe. There will be no mild attack of election flu in 1952. It will rage until the morrow of the poll. Nevertheless, there must be many shrewd politicians working out seriously how the policy and potentialities of "Ike" at the White House will suit their particular aims and ambitions.

THE "GOLDEN EAGLE'S" EMERGENCY LANDING

MISHAP AT LONDON AIRPORT : Skidding for 200 yards on the port wingtip, the Pan-American Airways Stratocruiser made an emergency landing. The pilot the airliner, which had come from Frankfurt with twenty-five passengers, had difficulty in lowering the port under-carriage leg when over the airport. He made two circuits of the airfield and then, to reduce the risk of fire, came down on the grass between two runways instead of on a runway. The port wing and the port outer airscrew were somewhat damaged. Nobody was hurt.

Coronation Moderation.—

Already the signs are visible that the Coronation will occupy far too long the thoughts and energies of a nation in dire straits, political and economic. It will take place next near on June 2, in thirteen months' time. But already it is clear that the nimble and the shrewd are preparing to cash in on it. The seeds are sown for a black market in procession seats, the designs for mementoes are well forward and, no doubt, those who mean to earn the Coronation Medal as ushers or what-not are at the foot of the back stairs. I had hoped that the date would be withheld a little longer. But it has been fixed and announced to coincide with Derby Week, when London is usually full to bursting. A Coronation Commission, which includes no woman, though a Queen is to be crowned, will now sit at regular intervals. The Commonwealth is this time well represented, as it should be. I believe it is the duty of patriotic editors to blue pencil Coronation items as long as they can. I hope that all authorities concerned with the Coronation will *this time* do their very best to limit the period of national Coronation-mania. Let the timber required for stands as long as possible be used for housing, let industry as long as possible turn out essential goods, let statesmen, bishops and officials of all kinds as long as possible stick to their dull routine and not for ever fly off to rehearsals at the Abbey. Let all concerned remember the insanity fair of past coronations in times of fearful danger, which we were ill prepared to deal with or to meet. A world war came on us very soon after each of the last two, and we were well aware t they were coming. Twice the German aggress have watched our long-drawn-out coronation fev and asked themselves if they dreamed. No dou we expect to draw dollars from the Coronation, doubt we shall. But I prefer to think of it a sacrament and not a shop-window. The foreign vi of Englishmen are commonplaces: a nation of sh keepers, a nation of madmen. Must we justify h charges for months on end? Let us begin to go m next March. Three months are long enough.

Shetland—What's in a Name?

Textile and other interests in the Shetlands are deep and, I think, justly concerned with the wide use the term "Shetland" applied to wool products made in the islands, and sometimes not made Shetland wool. The same applies to the word "F Isle." These two are undoubtedly geographi names, first, with a good will of sound industrial p duction attached to them later. A geographical na is not registerable as a trade mark if it suggests a pla and not a product to the average man. Accordin the textile interests in the islands think that only Act of Parliament can secure them their rights to th names as trade marks, which is to-day vitally importa to the survival of their industry. For my part, should suppose that the long history of this indus in Shetland should convince the authorities that t name "Shetland" suggests to you and me first woollen garment and only secondarily a remote isla group, but if any doubt remains, I should go into t "Aye" lobby, if I were M.P., for an Act of Parliam to confirm these trade-names to the sole use of t island interests. The filching of good will in recogni trade-named products is all too common. How ma razor-blades are sold under one famous name as — or —— type blades? But if there be real techni difficulties in judging "Shetland" or Fair Isle to now only secondarily *geographical* names, could some solution be found in reverting (one way another) to the use of Zetland? It was an hereditar Vice-Admiral of Orkney and Shetland who was creat Earl of Zetland in 1838, though the Dundases th were worthies of Yorkshire, and Zetland, I think, is in use in Parliamentary terminology. Why not Zetland Islands and Shetland hosiery and so forth

Author's Capital and Income.

Compton Mackenzie, ever a fighter, has once m fought and lost, with extreme expense, in the ca of authors. He sold the copyrights of a score of books to a publisher for the net sum of £9,000. claimed that this was a capital transaction. Bloodsucker decided it was the taxable income o single year. The Chancery Judge upheld Mr. Blo sucker. I agree that one cannot pronounce on Court judgment merely from the details given by best Press reporter. But *prima facie* it does seem hard judgment. These novels were written years and took years to write. Each one produced a sm income for a period long or short, just as would p chases of parcels of Savings Bonds. Mr. Macken one year decides to sell the lot, to part for ever w twenty sources of income for a consolidated £9,000 wh perhaps he may re-invest in a block of Savings Bon Mr. Bloodsucker pounces on this £9,000 and calls year's income earned in the course of Mr. Mackenz business as an author, and the Chancery divis upholds it. Mr. Mackenzie then "puts in" again this "income" the sum of £19,000 "overhea expenses spent in writing those twenty books abro or where not. Disallowed; the Judge admitted appearance of hardship to Mr. Mackenzie, but "*pected* that Mr. Mackenzie had not been working a loss abroad and had got back his expenses from ob sources." Was this opinion based on hearsay? hope not. Mr. Mackenzie urged that authors' pro

are grossly exaggerated. I agree with him. His twenty novels were sold by him at an average capital copyright value of less than £500 each, say £15 a year each. That doesn't sound like a bunch of gold-mines. Small wonder that authors turn to journalism while art atrophies; or, like A.P.H., devote their energies to football pools and their tax-free profits.

The Trouble About Cricket.—I have read and listened to the pundits who have been trying to put their fingers on what is wrong with cricket to-day. Many of their theories were sound and carefully documented with statistics. It seemed to me, however, that some bald, bold, frank prophet should have intervened to point a finger at each one of them and cry "Thou art the man." It is surely the people who have written *ad nauseam* about the game and made tables of statistics about the matches and players who above all have introduced those notions of seriousness and gravity which have taken lightheartedness and recklessness and individuality out of the game. It is beginning to be impossible, except on village greens, to play or to watch the game for *fun*. It has become a dreary business of stone-walling your way into *Wisden*. When X needs 17 runs to beat Y's 1913 record for a single season, X is not inclined to slog a half-volley. The word "draw" was not in the dictionary of the Hambleden men, who were not of "film-star status" when alive, if giants to-day. Full of prime beef and beer, they went on to their bleak and bumpy down to wipe the floor with the visitors. They did not worry about statistics, and personal reputations depended for each on his individual cunning and methods. In my life I have seen the curse of statistics and the uniformity-of-type in coaching infecting amateur cricket, even the Eton and Harrow match. The light-hearted slogging of John Manners wouldn't do to-day. Individuality has been drained out of the natural hitter. And as individuality and natural fire have been eliminated for a common style, all else has conformed to safety, slowness and dull gravity, the billiard-table wickets, the close-in field, the dreary bowling technique. The cricketer's fatal eleventh commandment is "Thou shalt not be found *out*."

Dignity and Impudence.—A recent case of breach of privilege heard in the House was not forgotten, as such matters usually are, in a matter of hours. It raised in the public mind an age-old question about women generally, and public women in particular, and their claim to possess a sense of humour. Mr. Hollis put the issue succinctly when he said that Parliament must be a very sick institution when groups of its members band together to prevent people from laughing at them, forever invoking their privilege. Public women are often dignified; occasionally they have been proved both impudent and undignified, even in the House. That goes for men also. There is no case here for the pot to call the kettle black. But a sense of humour, which has much in common with a sense of proportion, is another matter. Women are newer to public life, always an Aunt Sally for public ridicule, which is usually more boisterous and jolly than poisoned or bitter; and they are feeling their way along this new vulnerable road. They should be careful to conserve any advances they may have made in the art of meeting ridicule with good humour. It is a long road. In the bulk of their public speeches a sense of humour is not very generally apparent, and too much consciousness of dignity and privilege is no way to acquire it. By and large I should judge that our public women joke "with deeficulty." Executive women can be very heavy company. Like female novelists (with exceptions), they should strive to throw off that sense of mission.

Witley Park.—Our commerce and our learning may be dying, but we have still left us some of our "old plutocracy." They are still men rich enough and exuberant enough to add enormously to their acreage and cheerfully to move into huge country houses with thirty-two bedrooms and eleven bathrooms and 100-ft. palm courts, ballrooms, dining-saloons and submarine reception-rooms. Such indeed is Witley Park within its great prison walls, enclosing a chain of lakes and a deer park, at various times "improved" and embellished by Whitaker Wright of glorious memory, by Lord Pirrie and by Sir John Leigh. Wright's folly is a white elephant by any standards, even those of 1910. But Mr. Huggins, the new owner, is not disquieted. He thinks it a good proposition, as indeed the market value of the material which has passed to him for less than £200,000 must be on paper. The trouble about 1952 is that the more you have, the more you spend and waste and lose. Assets are liabilities, and it costs money which few men in England can command to-day, to housemaid thirty-two bedrooms and a chain of ballrooms, let alone keep them free from damp and habitably warm. I hope the new owner is a shrewd prophet who sees piping times of prosperity ahead. I take off my hat to his courage and vitality. I do not envy him Witley Park.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE MOTORING INDUSTRY

By

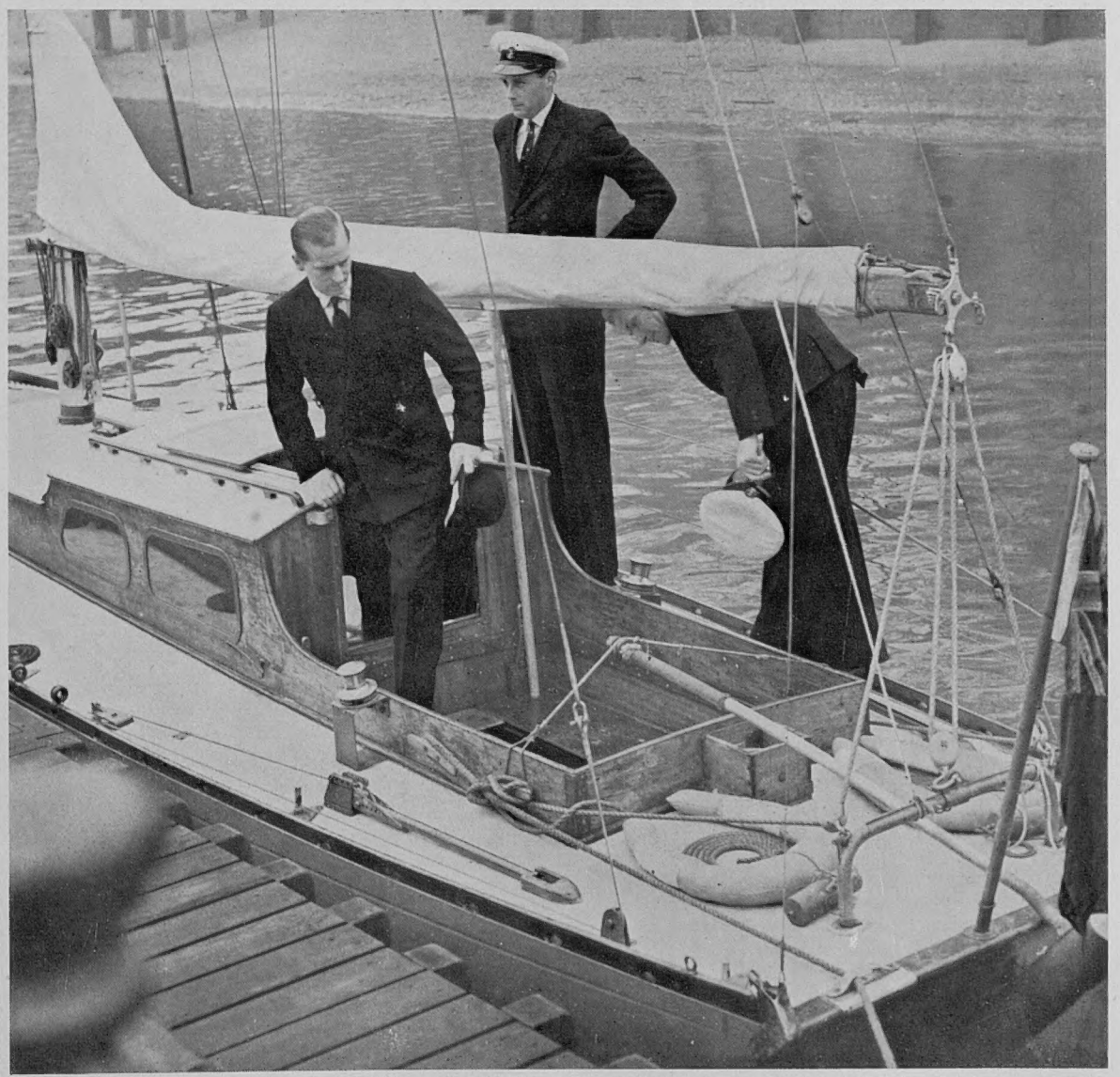
THE SPHERE MOTORING CORRESPONDENT

With Drawings by D. E. Walduck and Gordon Nicoll

THE QUEEN MOTHER AND PRINCESS MARGARET AT A LONDON PARTY

AFTER THE PARTY: The Queen Mother and Princess Margaret leaving the home of the concert pianist Franz Osborn in Abercorn Place, Maida Vale, after attending a dinner party and concert. Thirty other people were Mr. Osborn's guests on this occasion. Just before 11.30 the party moved down the back steps of the house, across the courtyard and into the studio annexe. Mr. Osborn played the piano and accompanied one of the guests who sang. Franz Osborn, who is forty-six, was born in Berlin. His first broadcast in Britain was from Savoy Hill in 1930. He left Germany when the Nazis came to power and has made his home in London during the past eighteen years. He is well known for his great interest in modern music. Five years ago he married June Capel, second daughter of Captain Arthur Capel and the Countess of Westmorland.

THE DUKE OF EDINBURGH INSPECTS THE OCEAN YACHT "SAMUEL PEPYS"



GOING ABOARD THE "SAMUEL PEPYS" AT TOWER PIER, LONDON: The Duke of Edinburgh paying a visit of inspection to the Royal Naval Sailing Association's yacht which is to be entered for the Newport-Bermuda ocean race next month. Standing behind the Duke is Lieut.-Commander Errol Bruce, of Bridport, Dorset, the skipper of the *Samuel Pepys*. The yacht will be carried by ship to the United States for the start of the contest.

THE CAPTAIN AND SECOND PILO ON THE FLIGHT-DECK OF TH DE HAVILLAND COMET : On th Comet's inaugural flight from Londo to Johannesburg Captain A. J. Majendie and his crew of five too the airliner as far as Beyrout, Lebanon where Captain J. T. A. Marsden too over with his crew. A third crew under Captain R. C. Alabaster, to over at Khartoum. Although th Comet would appear to have a ma of controls, she is, in fact, very muc less complicated to fly than a pistor engined aircraft of similar si there being far fewer working part

FLYING the COMET ROUTE

Over the Alps to Africa in the New De Havilland Jet Airliner

On left—
FLYING OVER THE SNOW-COVERE FRENCH ALPS AT A HEIGHT O 40,000 FT. : This view from th Comet shows the superb panoram of snow-clad peaks which is unfolde before the traveller, who speeds sou in pressurised comfort. This fi stage of the journey to Johanne burg, the section between Lond and Rome, takes about 2½ hour

THE PORT OF BEYROUT SEEN FROM THE COMET ON COMPLETING THE SECOND LEG OF THE FLIGHT FROM LONDON TO JOHANNESBURG: Beyrout, town and chief seaport of Syria in the Lebanon Republic, is only a temporary halting-place on the Comet route to Africa, being employed by B.O.A.C. instead of Cairo. Beyrout is situated about 70 miles by railway north-west of Damascus. On last week's inaugural flight from London it was reached in a total elapsed time of 5 hrs. 47 mins.

THE GOAL OF THE JOURNEY—THE CITY OF JOHANNESBURG AS SEEN FROM THE COMET SHORTLY BEFORE THE AIRLINER CAME IN TO LAND: In the foreground are the skyscrapers of the great capital of the Rand, which has now been brought within twenty-four hours' flying time of London. In the background are the mine dumps which are such a familiar feature of the landscape. During May there is one Comet service a week in each direction between London and Johannesburg. In June the number of weekly return services will be increased to three. The single fare of £175 is the same as for piston engined airliners.

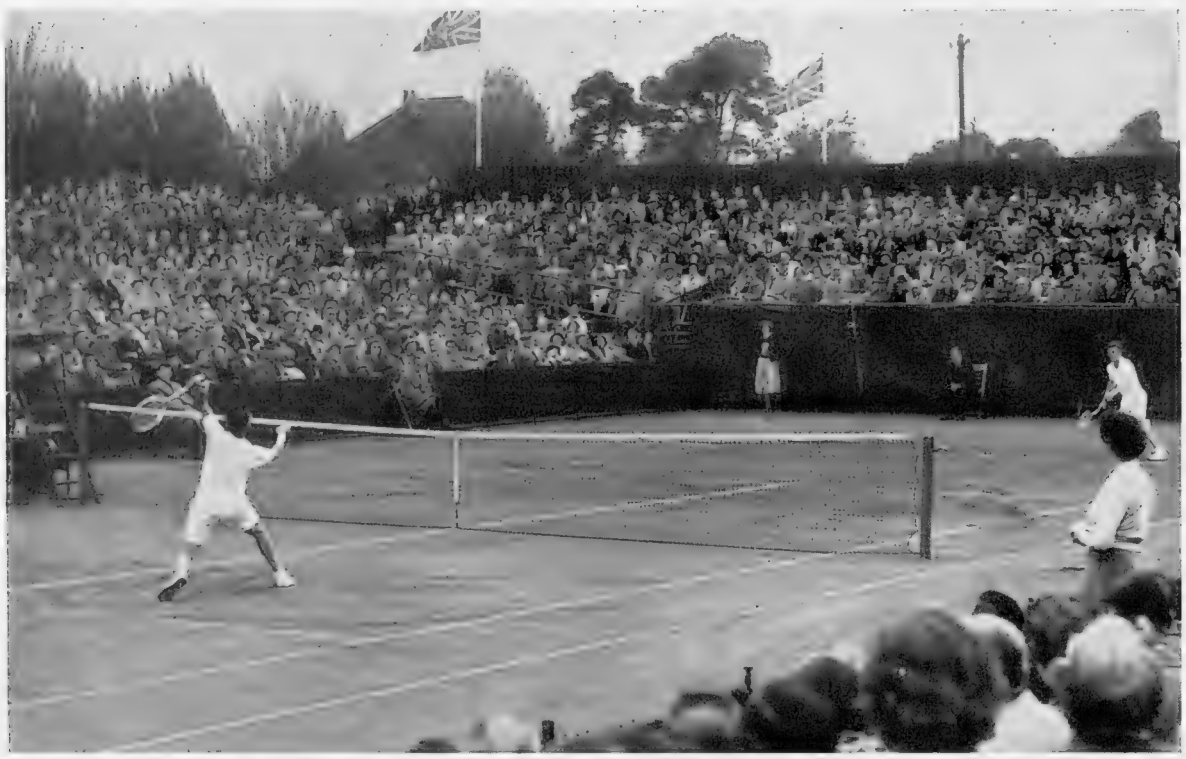
BRITAIN'S BIG WEEK-END OF SPORT

When Cricket and Football Clash: A Memorable Hard Court Championship Final at Bournemouth

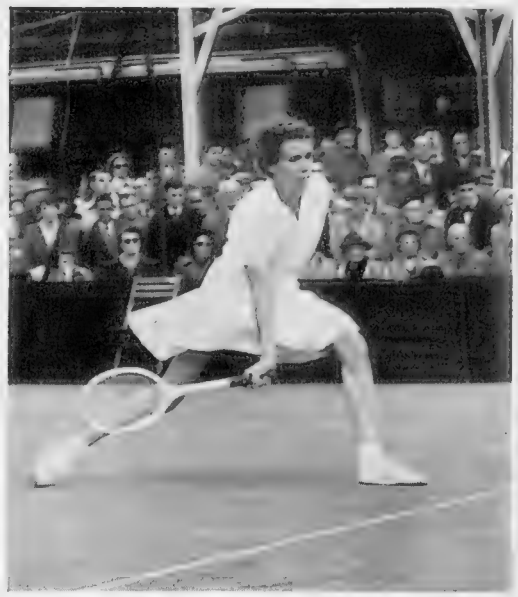
THRILLS OF THE 1952 CUP FINAL AT WEMBLEY, IN WHICH NEWCASTLE UNITED SECURED THE TROPHY FOR THE SECOND YEAR IN SUCCESSION AND ARSENAL WENT DOWN FIGHTING WITH ONLY TEN MEN ON THE FIELD: *Right*—This was the moment of triumph for Newcastle when, within a few minutes of the end of the game, George Robledo, the Newcastle inside left, headed the ball downwards towards the near post, giving the Arsenal goalkeeper, Swindin, little or no chance. Robledo is seen just behind the Arsenal back, Lionel Smith. In the foreground is Jackie Milburn, the Newcastle centre forward. *Left*—Mitchell, the Newcastle forward, heading the ball spectacularly during this great game in which Arsenal almost survived to fight another day. Arsenal were fortunate to reach Wembley with a team ostensibly at full strength, but past injuries took their toll, and they were not really fighting fit. Their spirit carried them through almost to the end, however, though Barnes was off the field for most of the game.

PHADKAR SCORES A CENTURY FOR THE INDIAN TOURING TEAM: The Indian batsman, who scored 158 against the Indian Gymkhana Club at Osterley, going down on one knee to sweep a ball to leg. Two days later the Indians were at Worcester for the first of the main matches of the tour. The Indian tourists have brought a very strong side to England, including such notabilities as Hazare and Mankad.

CRICKET IN THE SHADOW OF WORCESTER CATHEDRAL: R. E. Bird, the Worcestershire captain, who made a stylish 40, batting against the Indians in the opening game on the Worcester ground. Rain marred the occasion, play being confined to three hours. The period of play would have been even shorter but for the keenness of the players, who gave the public full value.



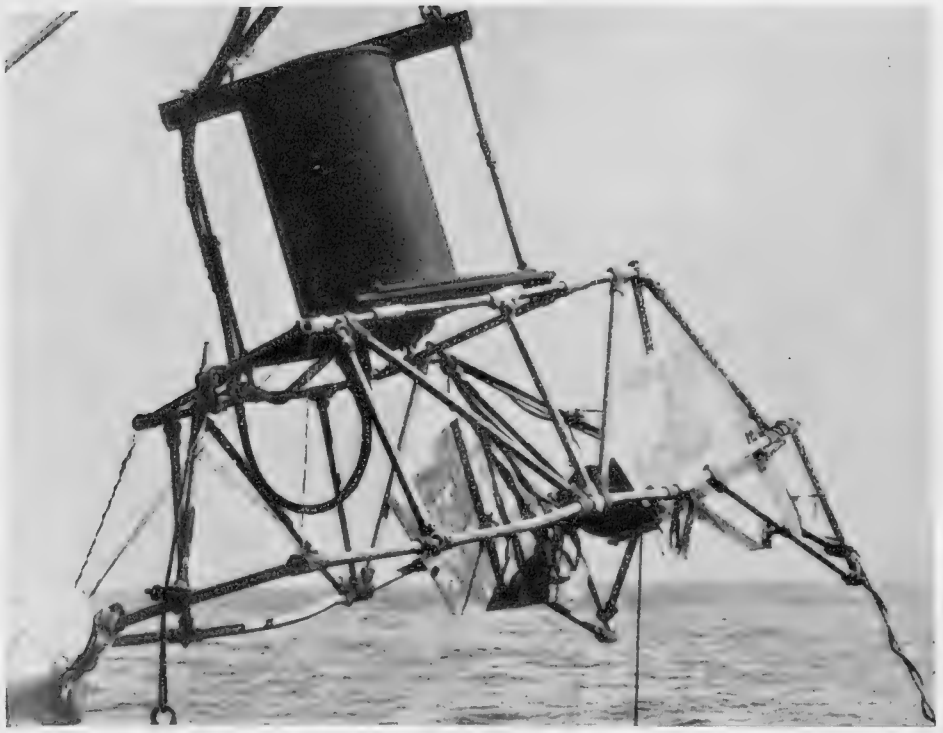
THE MIGHTY DUEL BETWEEN JAROSLAV DROBNY AND FRANK SEDGMAN IN THE NATIONAL HARD COURT CHAMPIONSHIP AT BOURNEMOUTH: Drobny (nearest camera) is seen about to smash from a position near the net during this hard-hitting game which Drobny won 6—2, 6—4, 1—6, 6—4. Drobny has probably never played with more sustained power than on this occasion, and he fully avenged his recent defeats by Sedgman upon the Continent. Sedgman, more used to grass courts, was slightly below his best, and when the vital moment came in the last set he failed to exploit his advantage of service. Together, Drobny and Sedgman won the doubles.



DORIS HART IN PLAY AGAINST SUSAN FRY WHEN RETAINING HER TITLE AS HARD COURT CHAMPION AT BOURNEMOUTH: The slow, damp court was not conducive to spectacular tennis, but Miss Hart played in her easy, characteristic way.

UNDERWATER TELEVISION

New Television Equipment for Use Under the Sea is to be Tested on the Deep-diving Vessel, H.M.S. "Reclaim"



THE IMPROVISED UNDERWATER TELEVISION EQUIPMENT WITH WHICH H.M.S. "RECLAIM" IDENTIFIED THE SUNKEN SUBMARINE "AFFRAY" LAST YEAR: From this early model, with its unwieldy external framework, new underwater television apparatus capable of use 1,000 ft. below the ocean surface has been devised. One of the two new cameras, which have been made for the Admiralty by Pye Limited, is to undergo sea trials on H.M.S. *Reclaim* and the other will be used at the Admiralty Research Laboratory.

IDE VIEW OF THE CAMERA AND LIGHTING UNIT OF THE PYE UNDERWATER TELEVISION: The cylinder housing the camera can withstand pressures of 1,200 lb. a square inch. The camera operates through a window of glass 1 in. thick and 8 ins. in diameter.

long search last year for the lost submarine H.M.S. *Affray* ended when the ... was identified by the use, for the first ... of an underwater television camera. ... it is announced that developments in ... use of underwater television have taken ... and that a camera made for the Admiralty ... Pye Limited of Cambridge is to be tested ... the deep-diving vessel H.M.S. *Reclaim*. ... second camera of the same type will be ... for development by the Admiralty ... Research Laboratory at Teddington.

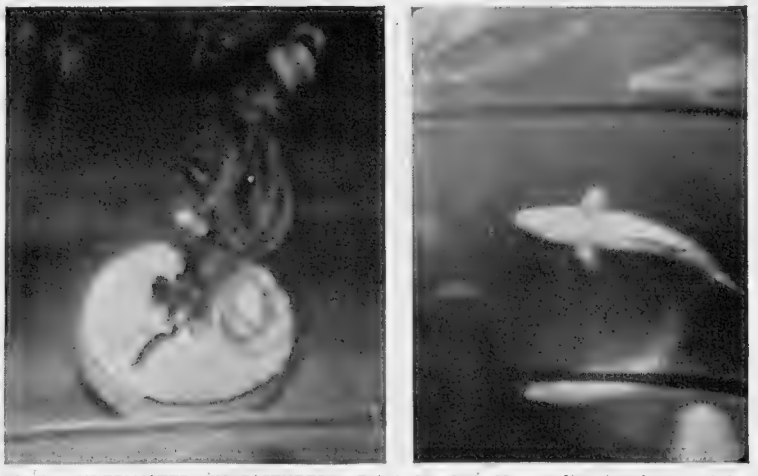
It is believed that the underwater television camera will be usable at depths of up to 1,000 ft., with a forward range of about 30 ft. under favourable conditions. Modifications to the standard television camera for this application are mainly concerned with providing remote control for the optical focussing system, the lens turret and the iris diaphragm, as well as simplification for closed circuit as opposed to broadcast requirements. The camera, which incorporates the image orthicon camera tube used by the B.B.C., is contained in a steel cylinder able to withstand water pressure of up to 1,200 lb. a square inch, and is fitted with an 8-in. diameter window of 1-in. glass. Attached to the cylinder is a perforated steel fin to steady the apparatus when in use in strong currents.

The salvage of sunken cargoes and ships from considerable depths will be made much easier by the use of underwater television. Other applications of the development will include sea-bed surveying, marine biological and oceanographic research and the examination of ships' hulls, docks and lock gates. The introduction of stereoscopic and colour television is looked for in the more remote future.

PARTS OF THE SUNKEN H.M.S. "AFFRAY" SEEN ON THE TELEVISION SCREEN: The success of H.M.S. *Reclaim* in identifying the *Affray* has led to new developments in this application of television.

THE NEW UNDERWATER TELEVISION CAMERA: The camera itself is housed in the steel cylinder at the back, and in the front is the massive perforated fin which steadies the camera when it is being used in waters where there are strong currents or difficult tidal conditions.

THE TELEVISION PICTURE WHICH IDENTIFIED H.M.S. "AFFRAY" AMONG THE HUNDREDS OF WRECKS IN THE ENGLISH CHANNEL: This was the picture of the wreck lying on the sea-bed 288 ft. below which appeared on the screen of the *Reclaim's* improvised television apparatus.



TWO UNDERWATER TV PICTURES: *On left*—A half-ton diver's shot weight resting on the hull of H.M.S. *Affray*. *On right*—The shadowy forms of dog-fish as they swim past the lens of the television camera.

A COMMENTARY ON THE FOREIGN NEWS

A Pictorial Survey of Events Abroad, with Notes

BY FERDINAND TUOHY

The New Supremo.—Agreed by acclamation: that General Ridgway is the best American to succeed General Eisenhower as Supreme Commander in Europe.

In the one field where he may have to learn—as military diplomatist in European affairs—General Ridgway will have Generals Gruenther and Ismay to lean on, the first fresh from eighteen months under the master diplomat, "Ike," the second in charge of N.A.T.O., with its strong political flavour.

Like "Ike," Ridgway was a very late sprouting. Each spent the First World War in home training depots, and the twenty inter-war years in gaining slow promotion at a round of military camps.

Aged forty-eight, a virtually unknown Ridgway parachuted into Sicily in command of the 82nd Airborne Division and thereafter never looked back. Italy, Arnhem, the Battle of the Bulge, the Rhine Crossing—in each he shone from the skies, now under American, now British command.

Sent to take over from the dead Walker at a desperate hour in Korea, Ridgway became known as the "helicopter general." A Spartan for work, he went everywhere during a sixteen-hour day, righting the situation. "A soldiers' soldier." The U.N. Forces were far from dismayed when he succeeded MacArthur in 1951 and built up from defeat the line that still holds.

Ridgway did so by a display of sound military knowledge and personality, and by getting an international army, which was sagging badly, to fight again as one force. He needed tact to do this. What better augury for S.H.A.P.E., where fourteen nations await him (he must leave Korea by August, whether he has fixed up a truce or not).

Further points in General Ridgway's favour: he knows Soviet methods and weapons and has the backing of both Houses of Congress. But will he be known to all and sundry as "Matt"? The warm humanity of "Ike" will ever be missed.

THE NEW SUPREME COMMANDER IN EUROPE: General Matthew B. Ridgway in battle kit, wearing on his harness the grenade which was almost as familiar a feature of his get-up on the Korean battlefield as was the "scrambled egg" peaked cap of MacArthur.

GENERAL OF THE ARMY EISENHOWER BIDS FAREWELL TO THE BRITISH TROOPS IN GERMANY: The Supreme Commander taking the salute at a march-past at Minden. About 1,200 men, representing all branches of the British services in Germany, took part in the parade. In the centre is General Sir John Harding who commands the British Army of the Rhine. On the right is Air Marshal Sir Robert Fosert, the Commander-in-Chief, Second Tactical Air Force.

THE NEO-FASCISTS FORGATHER IN ROME: The crowd in the Central Piazza del Popolo when they heard the Secretary of the Movimento Sociale Italiano deliver a general election harangue to his followers.

Neo-Fascism in Italy.—On May 25 we shall know a little more of how Italians feel about Fascism and Communism. Only local government elections will be held in Rome and some other big centres, yet they are bound to show trends.

The neo-Fascists are making the pace. After fathering a canard that the State intended honourably re-interring the Duce at Predappio, his birthplace, they assembled 50,000 strong in Rome to listen to white-haired Augusto de Marsanich, last of the prominent ones who took part in the 1922 Blackshirt March on Rome.

Marsanich aped Mussolini by haranguing hand on hip. And there were black sweaters deputising for forbidden black shirts. Neo-Fascism may get new votes for two reasons. Don Sturzo, veteran founder of Christian Democracy, hints that co-operation with the extreme Right against the Communists would be a good thing. And ex-King Umberto is very understanding from exile about monarchists who may desire to support an electoral list other than their own.

The Communists' best hope lies in their having somehow lined up beside the Liberal ex-Premier Nitti, who figures on a multiple party list. I used to know Nitti as a fat old man in Montparnasse and thought he intended being satisfied with life there.

Eisenhower in the Ascendant.—"It's an overpowering sort of thing . . . sort of serious," was the homely language used by General Eisenhower when told how Massachusetts had voted in the primaries. He had just landed near Paris after a farewell visit to the British, French and American forces in Germany.

"Ike" won 27 of the State delegates, leaving only one to Taft and giving him a total of 264 pledged delegates to Taft's 268; "Ike" received more votes than the other four candidates, Republican and Democrat, put together; but the really significant thing was how the Democrats supported him—a Republican. In Boston 5,081 Democrats voted for "Ike" against 5,835 for Mr. Kefauver.

AUGUSTO DE MARSANICH HOLDS FORTH: The National Secretary of the Movimento Sociale Italiano, one of the Neo-Fascist organisations, speaking at the recent rally in Rome. Many members of his vast audience bore black banners and some wore black sweaters.

The belief now grows that "Ike" has the nomination in the bag. But the General hardly has time to think about it, so absorbed is he by a succession of European farewell dashes.

After cooking steaks for fifteen guests at Mrs. Mesta's legation in Luxemburg, the General left next day for Minden, where he said good-bye to B.A.O.R. Thence to a town equally renowned in French military history—Coblence, for a similar leave-taking. And so to the mighty stadium at Frankfurt, where he wished 4,000 Americans "good-bye and good luck." Everywhere the same warmth in response was plain to see.

Then on to Bonn, Italy, Copenhagen, Oslo, London (dinner at 10, Downing Street, May 16), The Hague, finishing May 20 and leaving the General ten final days in which to drag himself away from Paris en route for home.

In the meantime, his Deputy has been doing his job in Portugal, which means that Field Marshal Montgomery has been with the Portuguese forces. "Monty" has added markedly to his stature by his readiness to serve under Ridgway. Had it been Gruenther, it would beyond doubt have been the same.

THE LAST HOURS OF THE ALLIED GOVERNMENT IN JAPAN : Major-General A. P. Kislenko, Soviet Delegate to the Allied Council for Japan, speaking at the final meeting of the Council before it passed out of existence following the Japanese assumption of sovereignty. Japan now becomes a sovereign and independent nation after more than six years of foreign military occupation. The actual change-over took place with the deposition of the last instruments of ratification of the San Francisco Peace Treaty in Washington. All Government offices in Tokyo were closed to mark the occasion of Japan's re-entry into the family of nations. Three days later, however, there were ugly scenes in Tokyo when thousands of Japanese workers rioted against the continuance of the occupation. The headquarters of General Ridgway was stoned ; American cars were wrecked ; and American soldiers were stoned by crowds chanting the "Internationale."

RE-ENACTING THE TRIAL OF WILLIAM OATIS : This was the scene in Berlin's Technical High School as journalists gave a dramatic presentation of the Oatis case. The members of the audience were delegates attending the Third Annual Conference of the Federation of Free Journalists.

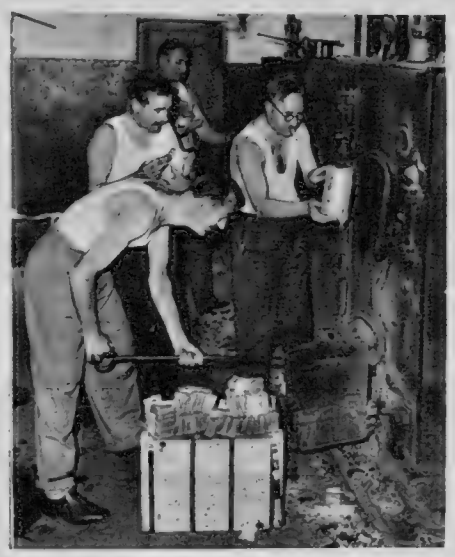
On right—

Burning Money.—We have all heard of hot money : wads of banknotes, usually dollars and of high denomination, which the "fronts" or go-betweens of gangsters are anxious to sell for much less than their true value. But the hottest-ever money must surely have been Libya's discarded paper currency, as it stood stacked to be shovelled into furnaces at Tripoli, itself notorious at this season as perhaps the sultriest town round the whole "Med."

The new kingdom had money to burn because of a change-over from M.A.L.s (Military Administration Lire) to a Libyan £ linked to sterling, the advent of which came about because, no one else being particularly keen, Britain had to launch the desert State's finances.

So it was fit and proper that a quartet of Britons should do the stoking, which they did in singlets, in a sweltering, breathless atmosphere. They stoked just under £260,000-worth of M.A.L.s in one day, using four furnaces throughout.

It was the last place where fashionable working to rule would have been popular. Working like blazes, the four finished the job in ten days.



BURNING MONEY IN THE FURNACE OF TRIPOLI'S GENERAL HOSPITAL : Bank officials getting rid of the old notes, the Military Administration Lire, which are now being replaced by Libyan pounds.

The Oatis Case.—Once again the East has refused to meet the West in open debate. An empty table with chairs, on the stage of Berlin's Technical High School, symbolised the refusal or inability of the Communist journalistic world to answer the case against it, as presented by 120 members of their profession, formerly of eastern and central Europe.

Instead, those who couldn't face the music made much of a public Press conference in East Berlin, at which sixty-eight alleged former members of the French Foreign Legion "proved" by their experience therein that the West was athirst for war at the propitious moment.

The absentees missed a good show, for the Free Journalists had had the idea of re-enacting the trial a year ago in Prague, of U.S. correspondent William Oatis, now serving ten years on an espionage charge to which he was conditioned into pleading guilty in the customary, still-uncleared-up manner.

At individual rostrums on the stage were an American student as Oatis, four Czech journalists as judges, and a fifth as prosecutor. The reconstruction was taken from the official broadcast of the trial, supplemented by inside knowledge possessed by the refugee journalists themselves.

The verdict : "Guilty of being a good newspaperman." No doubt the jury was influenced by a quotation lifted on to the screen from *The Times* of 1852 : "The duty of the journalist is to seek out truth above all things."

A SAFE LANDING AT THE TEMPELHOF, WEST BERLIN, AFTER BEING RIDDLED WITH BULLETS : Air France's Douglas passenger plane which was hit with machine-gun bullets fired by two Soviet jet fighters. Two passengers were wounded seriously.

Berlin Outrage.—As an Air France stratoliner with over forty people aboard was flying up the 25-mile-wide corridor between Frankfurt and Berlin, it was shot at with bullets and shells in the course of four attacks by two Russian fighter aircraft. There were three wounded and the fuselage showed big holes. Only luck and the pilot's quick vanishing into cloud prevented another explosion in mid-air, the cause of which might never have been solved.

Repeated and energetic protests followed from the Allied authorities in Berlin and the French Government. Boorishly, the Russians charged that the plane had left the corridor. It had not. Evidence shows it to have been above Könnern. But even if it had left the corridor—are we not at peace ? Must a passenger aircraft be fired on—and with shell, too—because of a mild error in navigation ? Even very Left-Wing organs in Paris asked this.

SOUTH AFRICANS JOIN IN A MASS PROTEST IN CAPE TOWN CITY HALL : They met to demand the resignation of the National Government because of Dr. Malan's defiance of the South African Supreme Court over the Coloured voting question.

Malan's Crisis.—The South African situation changes so rapidly that what is written one day is surpassed by events the day following. The crisis was brought to a head by Premier Malan's sponsoring of a High Court of Parliament Bill which is held by most of the non-Afrikaaner population to be a cloak for dictatorship. But it had been brewing underground for a long time.

Britain is delicately situated both for comment and good offices. The Union is recognised as a completely independent State, and Dr. Malan's, as its legitimate Government. Yet bygone British actions keep cropping up in the forefront.

As, for example, the South Africa Act of 1910, which set up the fundamental law that Dr. Malan is accused of departing from ; the Act of 1853 protecting the status of Cape Coloured voters ; similar protection guaranteed to Indians in Natal ; to say nothing of the predicament of English-speaking South Africans, who see themselves as directly envisaged and menaced by the Malan procedure.

Outwardly, the breach has widened because of an intrusion on the voting rights of a mere 50,000 coloured folk, but in the background there looms a grim revival and reminder of Boer and Briton in the past, a spectre which great Boers like Botha and Smuts did their utmost to smother in the interest of both sides.

LOOKING ACROSS THE RIVER MEDWAY TO A NEW JETTY: The jetties at the Isle of Grain will accommodate even the largest of the new tankers now being built for t British Tanker Company, the Anglo-Iranian Oil Company's shipping organisation, and oil will come direct from the Middle East to this island refinery with its capac of 4,000,000 tons per annum of crude oil. One source of supply will be Kuwait, on the Persian Gulf. Work on the Isle of Grain refinery began in the middle 1950, and readers of "The Sphere" may remember an illustrated account of the refinery's development which appeared in "The Sphere" of January 5, 19

THE GREAT WATER-COOLING CHANNEL ALONG WHICH SUPPLIES WILL FLOW TO THE NEW REFINERY AT A RATE OF 3,500,000 GALLONS PER HOUR: The water will be brought from the tide-filled reservoir and will be delivered to the central water pump-house in the refinery area. From there it will go to the process plants. The reservoir on the riverfront will take advantage of the 19-ft. rise and fall of the tide to trap sufficient water at high tide to keep the refinery running during low tide.

THE GREAT KENT REFINERY

The Chimneys Rise Upon the Marshlands of the Isle of Grain, where the Anglo-Iranian Company is Building a Refinery to Treat 4,000,000 Tons per Annum

Britain still has access to much of the world's reservoir of crude oil, and at the moment the question of turning it into finished products is possibly more difficult than that of supply. The progress of Britain's post-war refinery building programme has, however, been remarkable, as witness the building of Fawley, the enlargement of Llandarcy, and the progress of Anglo-Iranian's latest scheme upon the marshes of the Isle of Grain. When the Kent refinery comes "on stream" in August it will help to swell the total amount of crude oil processed in Britain this year to 24,000,000 tons. This compares with only 2,500,000 tons in 1946.

The Isle of Grain scheme—or, to give it its proper name, the Kent Oil Refinery—is indeed ambitious, and there is no doubt that its completion will go a very long way towards compensating for the loss of Abadan oil. At the moment 800 acres are being developed on the Company's 2,000-acre estate on Grain.

This lost island of sleepy hamlets and grazing lands received the impact of the new refinery construction in 1950; and a metamorphosis is swiftly taking place. Even now, however, outside the 800 acres being developed, the little farms, the grazing cattle, the old church and the general tenor of island life seem little changed since Saxon times. But the size and scope of the new work is evidence that this time progress has come to stay.

The over-riding advantage of the site lies in the deep-water frontage along the Medway—a water approach which will be able to accommodate the biggest tankers at present afloat.

Looking at the partially-completed plant and the mountains and valleys of mud, declared L. M. Bates in an article on the refinery project in THE SPHERE of January 5, it is hard to believe that operations began so recently. A drive (of necessity by Land-Rover) along the ten miles of temporary roads on the site is remarkably like a visit to a modern battlefield.

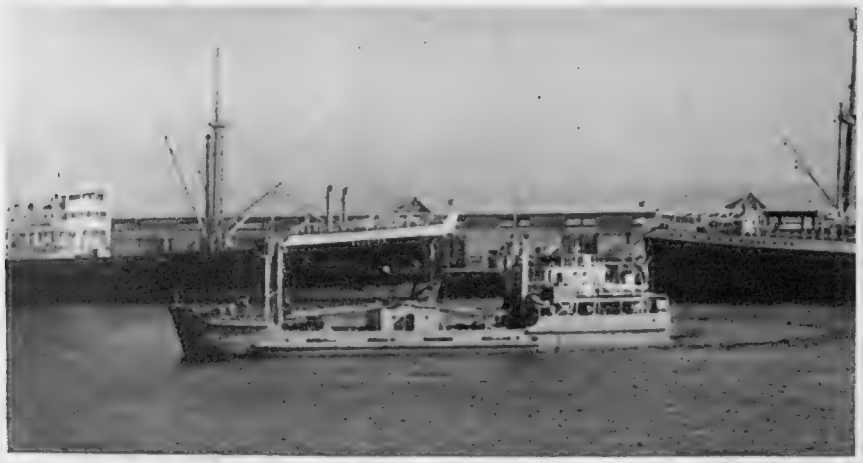
On left—**THE KENT REFINERY BEGINS TO RISE ABOVE THE MARSHLANDS OF GRAIN; THE PANORAMA OF THE VAST PLANT, SHOWING ON THE LEFT THE CHIMNEY-STACK OF THE ATMOSPHERIC DISTILLATION UNIT AND ON THE EXTREME RIGHT THE SKELETON OF THE REFINERY POWER HOUSE: Stage 1 in the general construction scheme comprises the oil-distillation plant and the necessary auxiliary units for the sweetening and blending of the chief products. This stage is now well on the way towards completion. Stage 2, due for completion early in 1953, embraces the Lubricating Oil Refinery, and Stage 3, also to be finished in 1953, will be the completion of the catalytic cracking plant for converting the heavier types of semi-refined oil into the high-grade brands of motor spirit.**

BRITISH ATOMIC EQUIPMENT REACHES AUSTRALIA

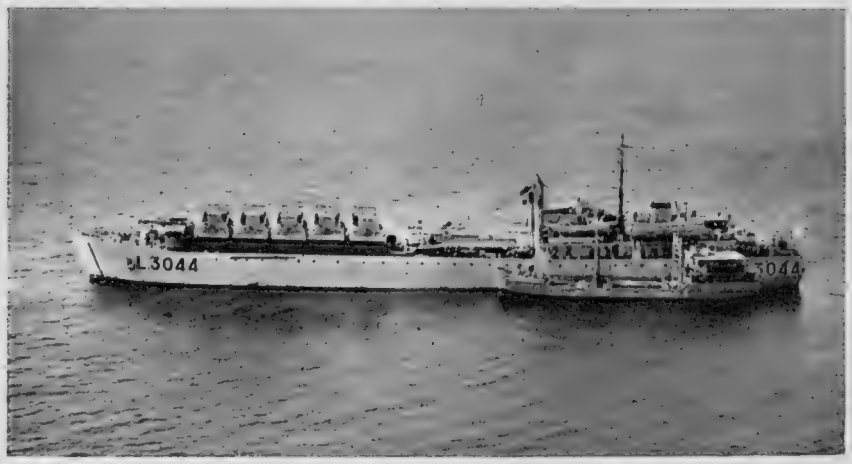
In Preparation for the Atomic Tests Which are to Take Place Later This Year at an Unknown Site

THE TANK-LANDING SHIPS H.M.S. "ZEEBRUGGE" AND H.M.S. "NARVIK" ARRIVE IN AUSTRALIA WITH EQUIPMENT FOR THE BRITISH ATOMIC TESTS: *On left*—H.M.S. *Narvik* moors alongside H.M.S. *Zeebrugge* (left) at Fremantle, where the two ships spent a week before sailing again for a destination believed to be in the lonely Montebello Islands, about 80 miles north-east of Onslow, a small port of Western Australia. *On right*—Naval ratings move the gangway from H.M.S. *Zeebrugge* as she prepared to leave Fremantle. In the background is the liner *Strathmore*, which was also in port at that moment.

H.M.S. "NARVIK," CARRYING EQUIPMENT FOR THE BRITISH ATOMIC WEAPONS BASE, LEAVING FREMANTLE AFTER A WEEK'S STAY: Five small landing-craft are housed on her main deck. In addition to the atomic equipment, H.M.S. *Narvik* and H.M.S. *Zeebrugge* carried parties of Royal Marines and Royal Engineers who are to work at the atomic base. The highest order of secrecy has shrouded the movements and cargoes of the two vessels, and Mr. Menzies, the Australian Prime Minister, has declared that the British Commonwealth would be foolish to advertise the features or results of the coming atomic tests.



ONE OF THE TWO R.A.N. MOTOR LIGHTERS THAT JOINED THE ATOMIC SHIPS ON THEIR VOYAGE FROM FREMANTLE: This lighter, the *MRL 252*, is a refrigerated ship; the other carries water. The little fleet is believed to have sailed for the barren Montebello group of islands off the West Australian coast.



H.M.S. "NARVIK" AND ONE OF THE R.A.N. MOTOR LIGHTERS WAIT FOR THE REST OF THE LITTLE ATOMIC FLEET OUTSIDE FREMANTLE HARBOUR: The Montebello Islands, where the ships are believed to have gone, are at present uninhabited, but were used in the past as a base for Japanese pearl fishermen.

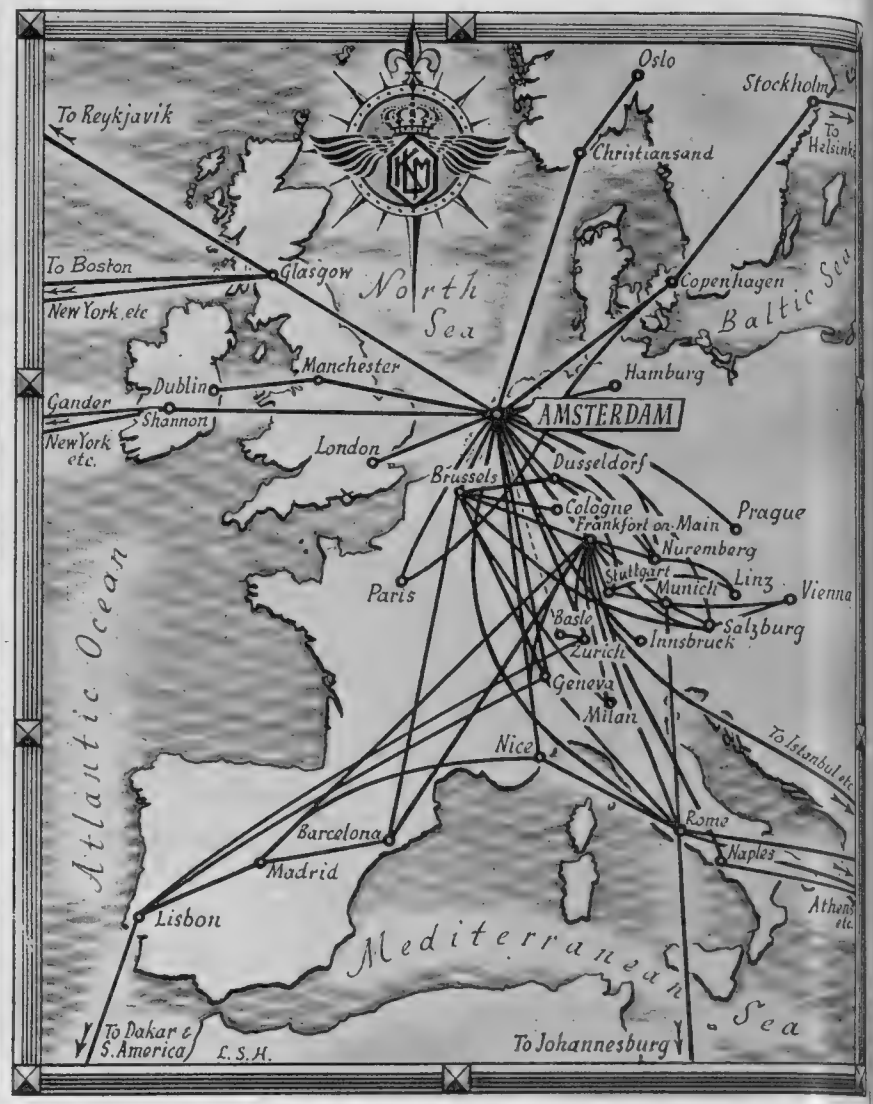
NEW SHIPS FROM AMERICAN YARDS

The New Super Liner "United States" Nears Completion; "One of the Largest Destroyers in the World" Leaves the Slipway; and a PT Boat Gives a Display of Speed

DESCRIBED BY THE AMERICANS AS "ONE OF THE LARGEST DESTROYERS IN THE WORLD": The 493-ft. U.S.S. *Wilkinson* leaves the slipway on the Fore River at Quincy, Massachusetts, after her launching at the Bethlehem Shipbuilding Company's Yards. Displacing 3,650 tons, the future Destroyer Leader, and the first of her class to be launched, is matched only by one other U.S. destroyer. She was laid down on February 1, 1950. The launching ceremony was performed by the wife of Admiral Sir Henry Moore, R.N., who is the widow of Vice-Admiral Theodore Stark Wilkinson, U.S.N., after whom the new destroyer is named. The four ships of the Mitscher class are specifically constructed as a long-range Fleet type for anti-submarine duties.

THE U.S. NAVY'S "NEWEST AND SPEEDIEST" SURFACE CRAFT: A new aluminium PT Boat, No. 810, skims past the statue of Liberty during a display of speed given by three of the "test" craft in New York Harbour. The 75-ton PT Boat has greater range, fire power and stability than wartime motor torpedo boats. Although officials declined to disclose the speed of the vessel they said it was "much faster than World War II PT boats." In *Jane's Fighting Ships* No. 810 is described as "an aluminium-hulled boat of half-welded and half-riveted structure."

A NEW DESIGN FOR THE ATLANTIC: This is the secret radar mast, with enclosed crow's-nest, of the new American liner *United States*, now nearing completion at Newport News, Virginia. *On left*—A painter at work on the 70,000,000-dollar vessel, which is expected to make her maiden voyage on July 3. The 51,000-ton vessel, America's largest, is 175 ft. from her keel to the top of the forward funnel, about the height of a twelve-storey building. Her turbines are expected to drive her four screws to a new Atlantic speed record, bettering the present 31-knot mark recorded by Britain's Cunard White Star liner *Queen Mary*. The *United States* has been designed to carry 2,000 passengers and the crew will number about 1,000. It is estimated that in wartime the vessel could be converted to carry 14,000 troops.



HOW TWO CELEBRATED AIRLINES COVER THE CONTINENT OF EUROPE: *Left*—In this sketch-map are shown the B.E.A. services, with London as their focal-point. *Right*—The K.L.M. services, with Amsterdam as their focal-point. B.E.A., with its Vikings, has achieved a wonderful reputation for reliability on the air routes of Europe during the post-war years. K.L.M., the second oldest airline company in existence, makes a speciality on its European routes of its off-peak services.

AIRLINES ACROSS A SHRINKING WORLD

The Comet Enters Regular Service and Ushers in a New Era in Commercial Flight— The New Speed Schedules and the Problems of Traffic Control which They Raise

By IVOR THOMAS

(Formerly Parliamentary Secretary for Civil Aviation and former M.P. for Keighley)

SPECIAL "SPHERE" DRAWINGS BY GORDON NICOLL AND MAPS BY LESLIE S. HAYWOOD

The universe, scientists tell us, is expanding; but the world in point of time and distance is shrinking—shrinking astonishingly.

Twenty-five years ago this month a mad-cap young American of Swedish descent made flying history in a single-engined Ryan monoplane with the first solo flight from New York to Paris, covering 3,600 miles in 33½ hours. America hailed him as a national hero; the world at large hailed him, too, and most men and women looked ahead to the day when giant airliners would bestride the heavens, flying from capital to capital on scheduled routes, above the weather and at speeds in the region of 400 and 500 m.p.h.

In the quarter of a century since Lindbergh's feat all these things have come to pass, and more—the piston engine of Lindbergh's eager youth is outstripped by the jet; pressurisation has made the conditions of 8,000 ft. above sea-level available at 30,000 ft. and 40,000 ft. We are indeed entering upon a new era in aerial transport.

The experimental stage is not over by any means, but even so, mass air travel is upon us. Low-priced air tourist fares are now available upon the North Atlantic, where once Charles Lindbergh, Alcock, Whitten-Brown, Jim Mollison, and a few others flew in splendid isolation. Indeed, transatlantic operators are now preparing for traffic which is expected at least to double the 1951 record of 340,000 passengers carried between North America and Europe. At the peak period this coming summer there will be seats for 16,000 tourists a week in each direction. There will be no economy of safety standards, but the operators are reducing costs by cutting out frills. There will be more refuelling stops, and the free baggage allowance will be reduced by half to 44 lb. Conversely, the de luxe air service is being made available most notably on the Silver Wing flights between London and Paris of the magnificent B.E.A. Elizabethans, which do the trip from airport to airport in 1 hour 30 mins.

The time has come, indeed, when airline operation is a commercial proposition. Two-and-a-half years ago B.O.A.C. had an £8,000,000 deficit. In the financial year 1951-52 the Corporation announces a profit of £250,000. In the years ahead the Comets and the Viscounts, the pioneers respectively in jet and prop-jet airliners, not to mention the Bristol Britannia, will no doubt ensure profitable operation.

In the following article Ivor Thomas, former Parliamentary Secretary to the Ministry of Civil Aviation, reviews the situation on the world's skyways at this moment when the Comet is coming into action. He shows just how Britain is setting the pace for the rest of the world, and he has some significant comments to make on the problems of airport control in the face of ever faster schedules.

On right—

A TRANS-WORLD AIRLINER HALTS AT KANSAS CITY: Passengers going aboard the plane enter with their baggage via the rear steps in the fuselage. On reaching the top of the steps there are special racks, so that passengers may deposit their baggage and then walk unencumbered to their seats. T.W.A., apart from its main trunk lines across the world, offers Domestic Sky Tourist flights from coast to coast in America at £35. 2,200,000 passengers were carried last year.

SIR MILES THOMAS, chairman of the British Overseas Airways Corporation, has stated that the introduction of the Comet airliner service between London and Johannesburg on May 2 is "a memorable and historic event," and will, in effect, "halve the size of the world."

Sir Miles, who has himself done memorable things for British air transport since he came to it from the motor-car world, is right. This first Comet service is not merely the introduction of a new aircraft; it is the opening of a new era. It is the biggest event in flight since the first controlled and sustained powered flight by Orville Wright.

This new era is typified by two aircraft, the de Havilland Comet and the Vickers Viscount, both made by British firms; and there will be nothing comparable with them ready for service in any country in the world for some years to come. Each will be supreme in this period in its own class, the Comet for the long routes, with stages of, say, 2,000 miles each, and the Viscount for the medium routes. The Comet will be the main element in the B.O.A.C. fleet, and the Viscount will be a main element in the British European Airways fleet. They exemplify the new forms of power unit which are superseding the conventional internal-combustion aero-engine. In the Viscount the four turbine engines (Rolls-Royce Dart) are made to drive four airscrews, which give the aircraft its motive power in the conventional manner; in the Comet the aircraft is driven through the air simply by the thrust of the four jet engines (de Havilland Ghost or Rolls-Royce Avon) and no airscrews are used. To achieve their maximum efficiency, "turbo-props" such as the Viscount will fly at heights of 20,000 ft. or more, while "pure jets" such as the Comet will fly between 30,000 and 40,000 ft. above sea-level. To do so they will be "pressurised"—that is to say, inside the cabin the pressure will be equivalent to that at about 8,000 ft. above sea-level, so that the passengers will feel no discomfort.

The Comet and the Viscount will not, of course, sweep all other aircraft out of the skies. Another British firm of long repute, Handley Page, has developed in the Hermes V a "turbo-prop" powered by four Bristol Theseus engines which is going to be more than useful. For a long time to come, and perhaps for all time, there will also be a place for aircraft powered, as all aeroplanes have hitherto been powered, by piston engines driving airscrews. The Airspeed firm has made a beautiful aircraft, the Ambassador, powered by two Bristol Centaurus piston engines, which will be employed by British European Airways along with the Viscount. (The Ambassadors are to be known as the Elizabethan class and the Viscounts as the Discovery class; the Ambassador will shortly be in regular service between London and Paris, and the first Viscount is due to be delivered in October.) For the shorter routes the piston-engined aircraft still has advantages over jet aircraft, which must fly high to get their best results. The Americans, having no jet aircraft ready to go into service, are working with all their ingenuity to improve the piston-engine, and it may be taken for granted that the friendly competition will produce big improvements. Another development that may be taken as virtually certain is that helicopter services will become normal for short routes. The time consumed in travelling between aerodromes and the centres of cities is so great that helicopter services from town-centre to town-centre have obvious advantages for distances up to 200 miles; and their employment has been waiting only on the development of multi-engined and larger machines, which is now in an advanced stage.

In this picture of the aircraft of the future there is only one major matter for regret. There are no plans for putting flying-boats into service, and when those

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BESTRIDING THE NARROW WORLD LIKE A COLOSSUS—THE B.O.A.C. COMET SEEN AT KHARTOUM AIRPORT DURING ONE OF THE TRIAL FLIGHTS ON THE LONDON-JOHANNESBURG SERVICE: On Friday, May 2, B.O.A.C., using the de Havilland Comet, introduced the world's first regular jet-liner service. Actual flying time of the Comet between London Airport and Johannesburg is 18 hours 40 mins., and to begin with the scheduled journey time from London to Johannesburg is 23 hours 40 mins., calls being made at Rome, Beyrout, Khartoum, Entebbe and Livingstone. In due course, when formalities at transit points are accelerated, the journey times should be reduced. Eventually, the route should be through Cairo instead of Beyrout, reducing the distance by 450 miles. By next month there will be three Comet services a week in each direction.

OUTSIDE THE ADMINISTRATIVE BUILDINGS AT SCHIPOL—A BUSY EVERYDAY SCENE AT AMSTERDAM AIRPORT, FROM WHICH THE ROYAL DUTCH AIRLINERS OPERATE: K.L.M. has developed into one of the largest airlines in the world, and this despite the most serious setbacks during the war when the K.L.M. organisation was disrupted by the German occupation. It is exactly thirty-two years since K.L.M. first inaugurated a service between London and Amsterdam, the aircraft and crews being chartered from an English company. K.L.M.'s first service to the Dutch East Indies was started nine years later, the Eastern terminal being Jakarte.

DEALING WITH B.E.A. EXPRESS AIR FREIGHT—A DART DAKOTA BEING LOADED UP AT NORTHOLT AIRPORT: Cargo is carried on B.E.A. passenger services, but the B.E.A. freighter services are also separately organised. There is a through service from London to Istanbul via Lyons, Nice, Milan, Rome, Malta and Athens. There is a London to Copenhagen freight service via Brussels, Amsterdam, Hanover and Hamburg, a Berlin-Hamburg service, and a London-Paris service. Cargo rates are growing more reasonable as freight services develop. One kilogram (2 lb. 2 ozs.) despatched from London to Amsterdam costs 1s. 1d.

THE VICTORIA FALLS VIEWED FROM THE DE HAVILLAND COMET SHORTLY AFTER TAKING-OFF FROM LIVINGSTONE AIRPORT, THE PENULTIMATE HALT ON THE SPRINGBOK ROUTE FROM ENGLAND TO SOUTH AFRICA: In the foreground is seen the Victoria Falls railway bridge, carrying the main line from Northern Rhodesia to the Cape. Beyond it is the mighty gorge of the Zambesi. The newly-built Livingstone Airport has been built by the people of Northern Rhodesia in the belief that Livingstone, at the cross-roads of Africa, may one day be one of the great airports of the world, handling in particular vast quantities of freight.

AIRLINES ACROSS A SHRINKING WORLD

(*Continued from previous page*)

now in service are retired, all aircraft will be land-based. I was glad to see the regrets on this score expressed recently by Air Chief-Marshal Sir Frederick Bowhill. When Lord Winster and I were at the Ministry of Civil Aviation orders were given in 1946 for three large flying-boats to be made by Saunders Roe (the Princess class). They were to be powered by ten turbine engines driving airscrews, and in size and performance would have been comparable with the great Bristol Brabazon powered by eight turbine engines in the land-based class. But the plans for using them on civil services were dropped some time ago, and now it has been decided to postpone for the time being the work of completing the second Brabazon (with turbine engines) and the second and third Princesses. The flying-boat has many merits, not the least of which is that passengers like them, and although flying-boat bases cost a fair amount to maintain, it is a small sum in comparison with the millions that have to be sunk in an aerodrome for land aircraft.

Though piston-engined aircraft will be improved and helicopters will come into use, the pattern of the future will be set by the aircraft with " turbo-prop " and " pure jet " engines, and to those of us who remember the lean years immediately after the war it is a matter of pride to think that in this field Great Britain now has a substantial lead. Nothing is static in civil aviation, and when the Americans do produce their first jet transport we must expect that it will be superior to the Comet as now in use. But though no official announcement has been made, we may safely assume that a successor to the Comet is already being thought about, and we may hope that Great Britain will keep the lead that we now enjoy. We deserve it, for thanks to our decision in the war to concentrate on military aircraft and rely on the Americans for transports, we have

PAN-AMERICAN CLIPPER LEAVING WASHINGTON NATIONAL AIRPORT—AN AIRLINER WINGING ITS WAY WESTWARDS, WITH THE POTOMAC RIVER IN THE BACKGROUND: In October of this year Pan-American World Airways celebrates its twenty-fifth birthday. Since its first international air service on the 90-mile route between Key West, Florida, and Havana, Cuba, in 1927, the company has created a system connecting the United States with every continent, and eighty-three countries and dependencies upon the trade routes of the world. On May 1, 1952, Pan-American inaugurated their tourist-class service between ten countries and the United States, the service opening with four round trips weekly between New York and London. Paris, Shannon, Frankfurt, Brussels and Dusseldorf also come within the service. One of the most remarkable Pan American developments is the system of maintenance shops established at Miami Depot, where the Clipper engines are mass overhauled. This base has a pool of spare engines. Thus a Clipper whose engines have logged 1,000 hours quickly exchanges them for reconditioned power plants.

had to make do, borrow and buy until the new aircraft could pass from the drawing-board into service. It takes six to eight years to bring a modern aircraft into service from the first statement of requirements. It was in 1943 that the committees presided over by Lord Brabazon gave outline specifications for the post-war aircraft needed. Not all their ideas have come to full fruition, but the Comet and the Viscount have fully justified their faith.

To speak roughly, the Comet doubles the speed of flight in the air. It is an almost incredible leap forward. The Comet has a cruising speed of 490 miles an hour compared with the 250 miles an hour of the long-distance piston-engined aircraft to-day. Is the aeronautical world ready for such a big leap forward?

The first big consideration is suitable aerodromes. So far as the United Kingdom and our partners in the Commonwealth are concerned, the answer can be "In general, yes." The London Airport is already the finest aerodrome in the world in everything that really matters. Its runways and flying aids are unsurpassed, its passenger handling is as expeditious as any that I have met, its hangars are beginning to take shape, and in due course it will have permanent central buildings worthy of the world's greatest air junction. The site south of the Bath Road is now in the final stages of development. It consists essentially of two triangles of runways (three pairs of parallel runways able to take anything that can fly, the longest of them over 3,000 yards in length and capable of extension); the central area is to be connected with the Bath Road by a tunnel, now almost complete. In due course a helicopter area (officially called an "air stop") will be constructed and it is planned to build two divergent runways north of the Bath Road if and when traffic demands make it necessary. Northolt Airport, now used for most of the European services, is an R.A.F. aerodrome that has served well, but it will eventually be given up for civil flying. The European services will then be accommodated at the London Airport, and ultimately a suitable aerodrome on the Continental side of London may be developed for the European services. Gatwick would be an excellent site for this purpose. In Scotland, Prestwick will be maintained as a first-class

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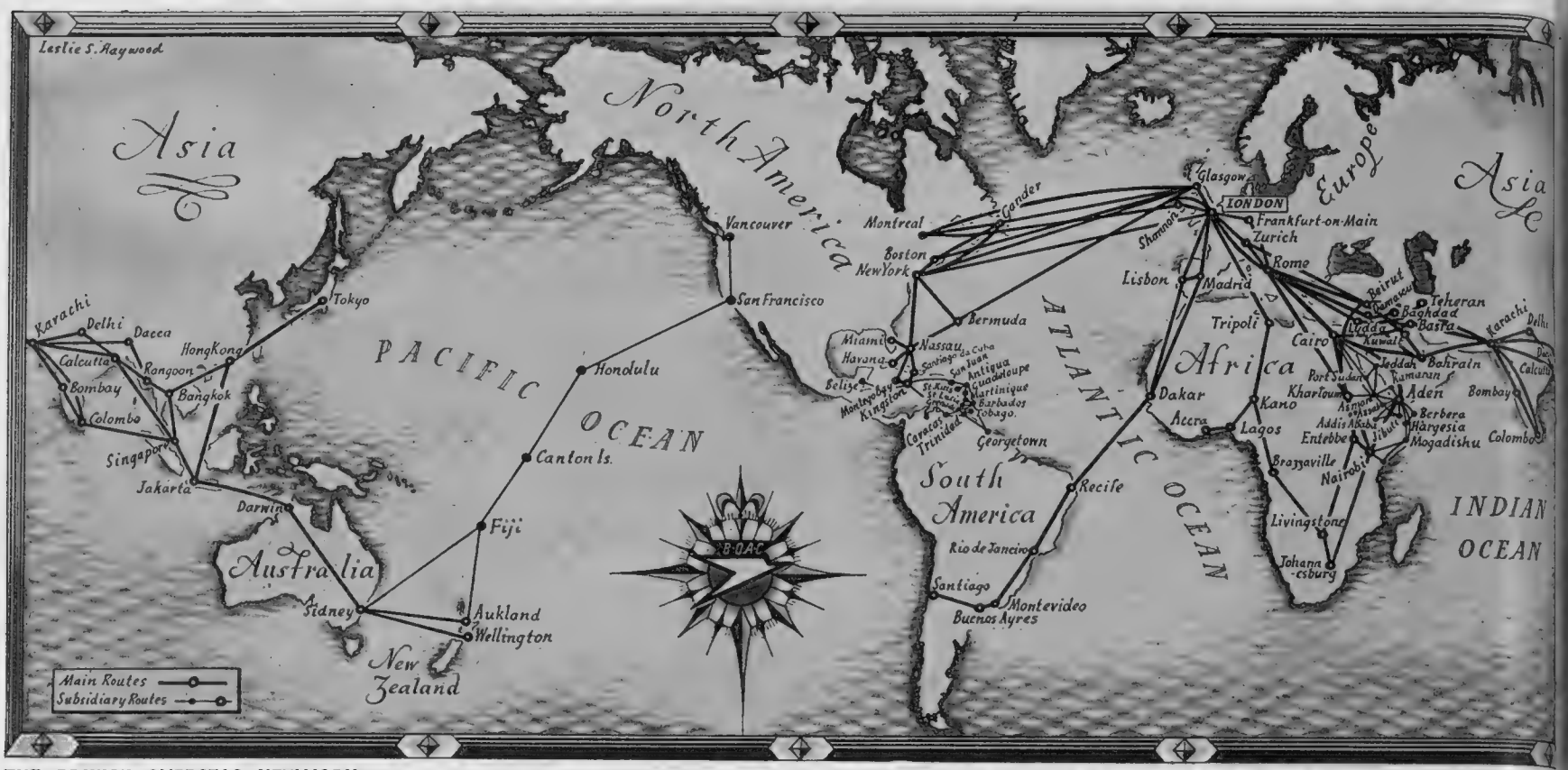
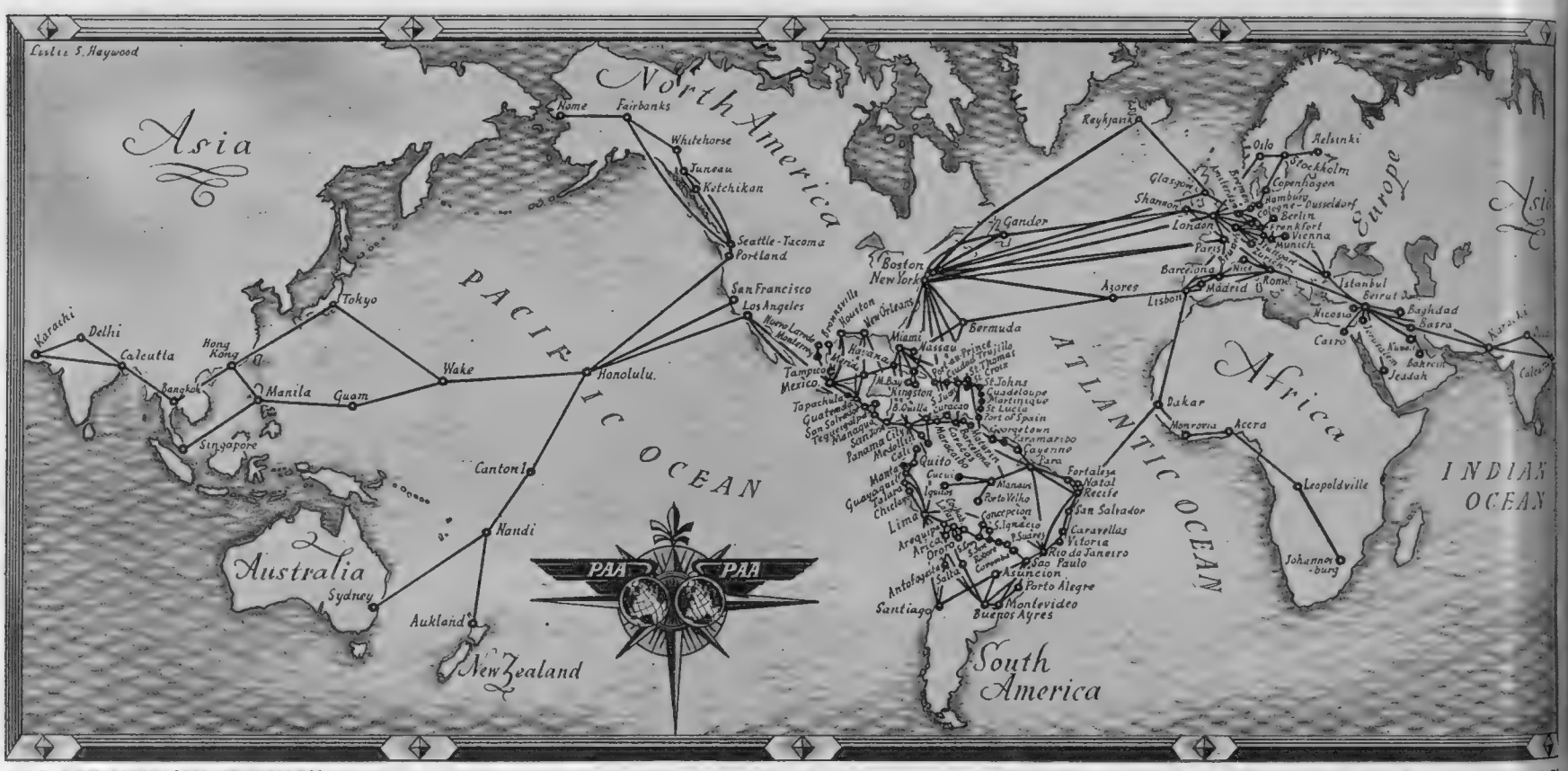
THE B.E.A. ELIZABETHAN, ONE OF THE NEW LUXURY AIRLINERS OF THE LONDON-PARIS SERVICE: From June 9 every lunchtime an Elizabethan will take off practically simultaneously from Le Bourget and London Airport, leaving the former at 12.30 and the latter at 13.00. They will pass each other somewhere over the Channel. Aboard will be passengers enjoying a luncheon and free champagne and the other luxuries of a de luxe air service. Forty passengers will be seated in the Elizabethan, which normally carries 47-49 passengers, and their needs will be cared for by two stewards and a stewardess, the accent being on superservice. The flight will take 1 hour 30 mins. from airport to airport and at the London end passengers will be carried to the town terminal (Kensington Air Station) aboard one of the new B.E.A. coaches, especially designed for airline work, an order for fifty of which is now being fulfilled.



THE BRITISH OVERSEAS NETWORK—HOW B.O.A.C. SPANS THE WORLD, THE MAIN ACCENT BEING UPON THE GREAT COMMONWEALTH ROUTES AND THE TRANSATLANTIC SERVICES: These Speedbird world air routes are run in association with Qantas, South African Airways, Tasman Empire, British Commonwealth Pacific Airlines and their subsidiaries, British West Indian Airways, Bahamas Airways, and Aden Airways. It will be seen how the Comet route to South Africa, via Beyrout, Khartoum, Entebbe and Livingstone, will be shortened when Cairo Airport is used instead of Beyrout. Britain has a grand trunk service to South America, but does not operate in network of South American airlines. That part of the world is largely left to the Pan-American fleets. Conversely, the Pan-American does not operate largely in Africa.



THE PAN-AMERICAN NETWORK—THE WORLD-WIDE SYSTEM WHICH CONCENTRATES IN PARTICULAR ON THE SOUTH AMERICAN SERVICES AND ON THE TRUNK ROUTES OF THE NORTH ATLANTIC: It was in August 1947 that Pan-American introduced their non-stop New York-London luxury sleeper services. A North Atlantic speed record was set up in 1949, when the Strato Clipper *Flying Cloud*, flew non-stop between New York and London in 8 hours 55 mins. Pan-American is one of the airlines which have operated most profitably, making a net profit in 1950 of £1,451,428 sterling. In that year the company carried over 69,000 passengers across the Atlantic. The year 1952 opened with Pan-American announcing its fast transatlantic all-cargo air service. Animal and perishable shipments were listed as acceptable cargo.

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international airport, and, now that aircraft are becoming so much larger and speedier, the advocates of Renfrew are readily yielding to Prestwick pride of place. In the Union of South Africa the Jan Smuts Airport at Johannesburg, the southern terminal of the first Comet service, and in Northern Rhodesia the Livingstone Airport on the same route have recently been brought to a high standard. The aerodromes at the other staging points—Rome, Beyrout (or Cairo when conditions become more settled) and Entebbe—are adequate. For although the Comet is so revolutionary, it is no more exacting in its runway requirements than some large piston-engined aircraft. In each case the approach speed is about 125 miles an hour, and although "pure jet" aircraft, having no airscrews, cannot use them as brakes after landing (as is the case with some modern piston-engined aircraft) the existing runways have ample margins of safety.

By the time that Comets become available for use on other Commonwealth routes, improvements now projected will have been completed at various staging points. The Comet is also intended eventually for the "prestige route" between London and New York, and when it is so routed the great Idlewild Airport on Long Island will be fully capable of taking it. In order to enable the Comet to fly the long Atlantic stages in all weathers, refuelling in flight is one possibility that has been considered; and ever since Sir Alan Cobham took me up over the Bristol Channel in 1945 to see the operation performed, I have been deeply impressed by its possibilities and puzzled to understand why the operators are so shy of using it. It is really no more astonishing that an aircraft should pick up its fuel over Newfoundland or Ireland than that a locomotive should pick up supplies of water from the permanent way. In the case of "pure jet" aircraft, which like to fly at 40,000 ft., there is every reason for not bringing them down to earth more often than is necessary. But flight refuelling is not popular with the operators, and it seems likely that when the Comet becomes available for the Atlantic route it will be by means of improved engine efficiency.

The main problem in the use of "pure jet" aircraft such as the Comet, is to minimise the loss of time over and on aerodromes. If the advantage of the Comet's great speed is not to be dissipated, there is need for a corresponding revolution in the handling of aircraft at aerodromes. The passenger who flies across the Atlantic in five hours does not want to be kept circling round the aerodrome for half an hour and complying with "formalities" on the ground for another hour. This is partly a matter of traffic control and partly a matter of efficient handling of aircraft and passengers on the ground. Apart from the loss of time in circling round an aerodrome, jet aircraft use prodigious quantities of fuel at low altitudes, and therefore need to be admitted immediately they approach. Radar and radio equipment and approach lighting have now been brought to a point where the pilot can safely land in almost all weathers. By looking at the dial of his instrument landing system indicator, he can tell at once whether he is to the left or the right, above or below, the correct approach path; a system of dots and dashes merging into a continuous note when he is on the correct path also give him audible information; and if he chooses he can be "talked down" by the Ground Control Approach operator until he is within sight of the ground or the approach lights come into view.

Traffic control will become an increasingly difficult problem as the number of aircraft in service rises. The air above Great Britain has already been mapped into airways which are, in effect, corridors ten miles wide, within which civil aircraft flying in bad weather at heights between 3,000 ft. and 11,000 ft. are under the control of the air traffic organisation; the movement of traffic in an airway is so regulated that no two aircraft can be in the same place at the same height and time.

This bears on the question of safety of jet aircraft. Some people seem to think that because jet aircraft are so much faster than others they are less safe. There is no foundation for this belief. The landing speed is an important consideration, but this is no higher than for piston-engined aircraft; and by increasing the speed in the air no factors affecting safety arise until we try to exceed the speed of sound, about 700 miles an hour, which is still a long way off. There are, in fact, several reasons for regarding jet aircraft as safer than piston-engined aircraft. The fuel that they use, kerosene, is less likely to catch fire than aviation spirit. The pilot has fewer controls to operate—for example, in a "pure jet" aircraft he does not have to worry about the pitch of his airscrew blades or the right mixture of his fuel. Both the "pure jet" and the "turbo-prop" engine have far fewer moving parts than the internal-combustion engine, and those all move in the same way so that there is no problem of translating rectilineal motion into circular motion; this means that there are far fewer things to go wrong. The jet engine as originally designed could hardly have been simpler, though, admittedly, the engineers have been doing their best to take the simplicity out of it! This relative simplicity, compared with the piston-engine, makes for ease of maintenance by the engineers on the ground; and as maintenance costs are a very heavy item in airline expenditure, this is bound to be reflected in costs.

"Pure jet" aircraft such as the Comet will be flying at altitudes where we may meet different types of weather from those experienced near the earth's surface, but a lot of information has recently been gained about these regions, and it is now the subject of intensive study. There is also one meteorological factor making greatly for safety. Owing to the high speed of these aircraft, it will seldom be necessary to give pilots a forecast for longer than six hours ahead, and this can be made much more accurately than a forecast for twenty-four hours ahead.

B.E.A.'S GIANT NEW HANGAR AT LONDON AIRPORT: The electrically-operated doors provide a 150-ft.-wide entrance to the hangar. The block on the left is a workshop. The hangar is costing in all £2,000,000 and will have ten aircraft bays. The hangar will service the B.E.A. fleets of Elizabethan and Discovery-class airliners.

Jet aircraft are more comfortable for the passengers than piston-engined aircraft. Inside the aircraft the passenger feels no vibration and hears little noise. Inside the Comet or the Viscount in full flight you can stand a half-crown on its edge on the table in front of you.

As the Comet makes its debut, my mind goes back to a day in October 1945 when I was invited to the de Havilland works at Hatfield. After a wonderful display of flying at every conceivable angle by Geoffrey de Havilland—that great pilot who later lost his life in the research that has led to the Comet—I was taken in great secrecy to see the "mock up," or wooden scale model, of an aircraft then known as the D.H.106. It was designed, even then, to be a world beater, and all the firm's expectations have been precisely fulfilled. It has been a remarkable piece of exact, scientific planning, and as a close spectator over many years I can only wish the Comet "many happy landings."

NORTHOLT AIRPORT FROM THE AIR: Northolt is known to thousands of travellers who have taken the Viking routes operated by B.E.A. in the post-war years. It is a small airport, but the speed and efficiency with which passengers are moved through the Customs and passport buildings, notably during the peak holiday traffic, has won the greatest admiration for the organisers of Britain's European network. Northolt is linked by bus with the South Kensington terminal.

NEW FLATS AND SHOPS RISING FROM THE RUBBLE OF WAR-BATTERED CAEN : Stone from the famous Caen quarries is being used for the great rebuilding project which now at long last, eight years after the Allied invasion, is beginning to bear fruit. Work is going ahead at speed at the present moment, and during the early days of spring the builders were operating after dark by floodlight. Out of 15,000 buildings in Caen at the time of the invasion, no fewer than 9,000 were destroyed.

Caen Rises Again From the Ruins

Extensive Rebuilding in the Norman City Which Bore the Brunt of the Allied Invasion of North-West Europe

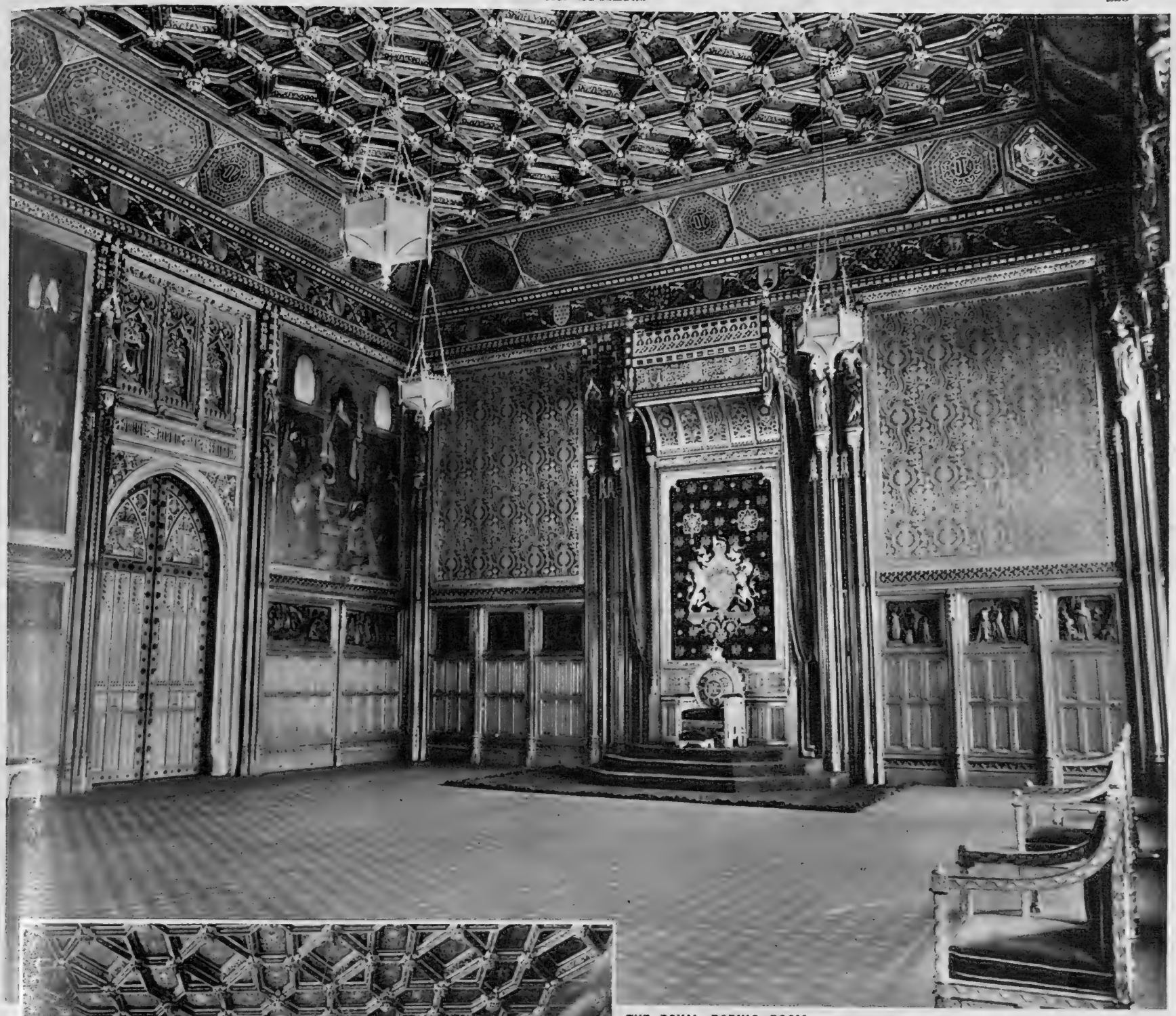
It was a tragedy that Caen, one of the fairest cities in all Northern France, with its nobly-gabled houses and fine belfries, should have stood so directly in the line of Allied invasion. To revisit the city in the years immediately after the war was to gaze upon a scene of continuing desolation. Caen, which suffered both from bombs and the bombardment of naval guns, was admittedly tidied-up, but the work of sorting the rubble was necessarily slow and citizens must have despaired of ever seeing a new and fairer Caen in their own time.

Now, however, there is at last evidence of considerable progress in rebuilding, as witness the pictures on this page. Many of Caen's churches escaped the full severity of the 1944 bombardments, so Caen can still be called the city of spires and bells. The curious Tour de St. Jean, which, like the one in Pisa, still defies the law of gravity, still leans, and the Abbaye aux Hommes and the Abbaye aux Dames are still showplaces. What is so deeply regrettable is that so many of the old Norman houses are no more. The new buildings of locally-quarried white Caen stone, however, have great dignity, and there is evidence of most careful planning in this city of "the Conqueror."

LOOKING ALONG A ROADWAY OF NEW BUILDINGS IN THE DIRECTION OF CAEN STATION AND THE RIVER ORNE : Here two travelling cranes are being used to speed the task of putting in place the blocks of stone from the Caen quarries. Vast open spaces in Caen still await rebuilding.

THE MAIN SHOPPING CENTRE OF CAEN : New shops and restored shopfronts are to be seen, but there are still many bomb gaps to be filled in this central section which came under heavy Allied naval bombardment and heavy air attack in the war.

NEW FLATS AND SHOPS WHICH ARE RISING FROM THE RUBBLE : During the years immediately after the war Caen had to be content with street stalls and prefabricated huts. The first task was to clear away the rubble and to assemble into great piles the bricks capable of being used again. It is only in the last year or two that there has been evidence of extensive rebuilding.



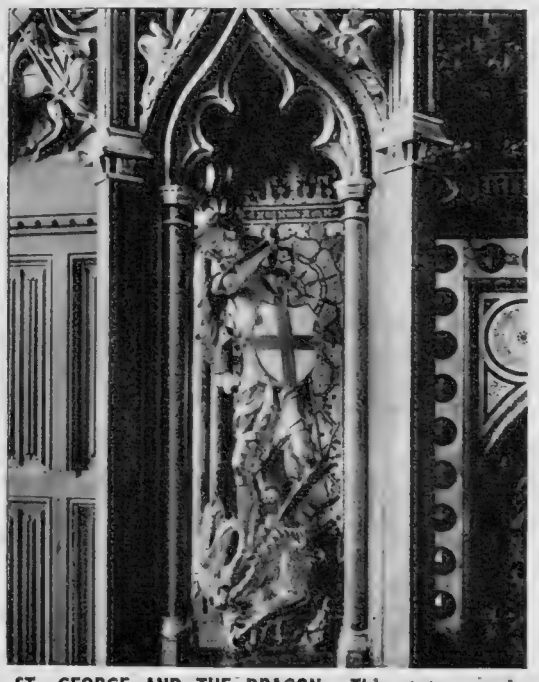
THE WEST END OF THE ROBING ROOM: Over the marble fireplace is a fresco painting depicting "Religion—'The Vision of Sir Galahad and his Company.'" Altogether there are five frescoes in the room and the theme for each is taken from the legend of King Arthur and the Knights of the Round Table. The paintings are by William Dyce, R.A. (1806-64) the Scottish painter. The subjects of the other four frescoes are "Hospitality," "Courtesy," "Generosity" and "Mercy."

THE ROYAL ROBING ROOM IN THE PALACE OF WESTMINSTER: The room has just been reinstated by the Ministry of Works following its use by the House of Lords. The embroidery over the Throne has been remounted on new hand-loomed silk velvet, and the ornate coffered ceiling and panelled walls have been cleaned and the special flock wallpaper renewed. The Robing Room is used for the formation of the Royal procession at the opening of Parliament.

THE ROYAL ROBING ROOM REINSTATED

The Royal Robing Room in the Palace of Westminster, Used for Nine Years by the House of Lords, Has Now Been Restored to Its Former Use

In 1941 when the Peers offered their own chamber to the House of Commons, they took up residence in the near-by Royal Robing Room and continued to meet in that room until the members of the Lower House returned to their newly-restored building in 1950. Last year the Peers left the Royal Robing Room and once again sat in their own chamber, which had been extensively renovated. Now, after an interval of several more months, the Ministry of Works have finished their work of restoration in the Robing Room and it has been reinstated to its normal use. The room is traditionally used by the Sovereign when preparing for ceremonial occasions at the Houses of Parliament. It is the room in which the Sovereign dons robes for the State opening of Parliament. From the Robing Room the Sovereign proceeds through the Royal Gallery to the House of Lords for the reading of the Royal Address.



ST. GEORGE AND THE DRAGON: This statue, made of brass, is located in one of the niches of the Robing Room's marble fireplace. It has just been re-lacquered and the shield repainted.

THE ADVENTURES OF A NEWLY-LAUNCHED SHIP

THE LAUNCH OF THE CARGO MOTOR-SHIP "KOWHAI" BY ALEXANDER STEPHEN AND SONS, LINTHOUSE, HAD ITS EXCITING MOMENTS: This picture was taken on the waters of the Clyde after the *Kowhai* had been brought under control. After becoming waterborne the hull was caught in a strong westerly wind and carried up river for some distance. Tugs had to give chase as the *Kowhai* was swept along the river, and eventually hawsers were secured at the stern. The incident was referred to by Sir Patrick Murray Stephen, chairman of Alexander Stephen and Sons, in his speech after the launching. He said people did not always realise that in launching ships in a wind there was a very anxious time for officials during those few minutes until the tugs had a firm hold of the new vessel before towing her to the fitting-out basin. The *Kowhai* has been built to the order of the Union Steamship Company of New Zealand.

THE OLDEST INHABITED HOUSE IN SCOTLAND

TRAQUAIR HOUSE, NEAR INNERLEITHEN, PEEBLESSHIRE, WHICH IS SHORTLY TO BE OPENED TO THE PUBLIC: It is the residence of Captain F. J. Maxwell Stuart and is a fine example of the early Scottish style. Innerleithen and its medicinal springs are associated with Sir Walter Scott's *St. Ronan's Well*.

SHOULD THERE BE A CLOSE SEASON FOR DEER?

NORTH OF THE BORDER

THE LAUNCH OF THE "KOWHAI"; DEER PROTECTION IN THE HIGHLANDS; SPRINGTIME SKI-ING; A THREAT TO THE SHETLAND KNITTING INDUSTRY; A MODEL-YACHT MAKER

A NEW SHIP FOR THE CLYDE R.N.V.R.: Lady Warren, the Lady Provost of Glasgow, carrying out the ceremony of naming H.M.S. *St. Mungo*, a motor minesweeper which is to be used by the Clyde Division of the R.N.V.R. Standing beside Lady Warren is Captain A. N. Benson. The ceremony took place at Springfield Quay, Glasgow. The *St. Mungo* is an additional training ship, supplementing the work of the *Blackburn*.

THE GATES OF THE AVENUE LEADING TO TRAQUAIR HOUSE, INNERLEITHEN: They are said not to have been opened since the day in 1896 when they were closed on the death of the seventh and last Countess of Traquair, the provision being that they should not be opened until an eighth Countess passed through. The stone bears at the gates may have suggested the Bears of Bradwardine at Tully Veolan, in Scott's *Waverley*.

WHEN THE DEER OF THE CAIRNGORMS COME DOWN FROM THE HIGH PLACES: *On left and right*—Stags in the lower pastures, amid the pinewoods. They have no horns, as this is the time of new growth. In the Houses of Parliament there has been a considerable debate on the question of introducing a close season for the shooting of red deer in Scotland. The whole question is to be examined and reported upon by a committee set up by the Government. The Earl of Home, Minister of State, has suggested that legislation for a close season is quite possible, but that the Government must be satisfied that agricultural interests shall not suffer.

A SCOTTISH BUILDER OF MODEL YACHTS

THE COMMODORE OF THE SCOTTISH MODEL-YACHTING ASSOCIATION AND HIS WORK: *On left*—Mr. D. Leggat, the Commodore, of Paisley, Renfrewshire, adjusting the new type of steering gear he has adopted for his model yachts. With this device the steering is automatically adjusted by the wind while the yacht is under way. *On right*—*The Janet*, a fine model yacht designed and built by Mr. Leggat, displaying her capabilities at the Paisley Club's model-yachting pond in Barshaw Park. Mr. Leggat, who is a joiner and sculptor, has been building models like this for a quarter of a century and has competed against model-yacht builders of many nationalities.

SPRINGTIME SKI-ING IN THE SCOTTISH HIGHLANDS

SPRINGTIME SKIERS IN THE CAIRNGORMS APPROACH THE TOP NEAR BEN MACDHUI, THE SECOND HIGHEST MOUNTAIN IN SCOTLAND: Not many people associate the time of daffodils and primroses with ski-ing, but this is, in fact, the season when Scottish ski-ing is at its best, though it means a long carry over the lower slopes to get to the gullies and plateaux where the winter snows still linger. For the two skiers in this picture the big moment is at hand when they can don their skis and skim across the miles of unbroken snow that stretch below them. Ben MacDhui, or Ben Muich-Dhui ("Mountain of the Black Sow"), is 4,296 ft. high. It stands above the lofty plateau to the north-west of Braemar, Aberdeenshire.

PROTECTING A SHETLAND INDUSTRY

TWO OF THE LABELS TO BE FOUND ON GENUINE SHETLAND WOOLLEN GARMENTS: They are the trade marks of the Shetland Woollen Industries Association. Attempts are being made to protect the industry from spurious foreign articles bearing the name Shetland.

The Shetland knitting industry, which is unique in Britain and which, in its long history, has achieved a world-wide reputation, is facing critical times. Woollen goods bearing the name "Shetland" but made overseas are flooding the market and threatening the genuine Shetland industry with extinction. There is a high continuing rate of unemployment in the industry and most of the goods produced in countries pirating the name are of such poor quality that it is feared that the name and reputation of true Shetland products will be debased. In the House of Commons last week Mr. J. Grimond, the Liberal Member for Orkney and Shetland, raised the question on a motion for the adjournment. There was, he said, a variety of goods far removed from the islands sold as "Shetland," some even coming from Argentina. To protect the industry the name "Shetland" ought to be the hall-mark of Shetland goods and used only for goods produced in the islands and of wool grown there. In his reply, Mr. Henry Strauss, Parliamentary Secretary to the Board of Trade, said that although the word "Shetland" alone could probably not be registered, a device which included the words "Made in Shetland" or "Made of Shetland Wool" would probably be acceptable.

A NATIVE OF FAIR ISLE AT WORK OUTSIDE HER COTTAGE: She is knitting one of the garments for which the islands are famous.

MEMBERS OF THE SHETLAND WOOLLEN INDUSTRIES ASSOCIATION SEWING ON THEIR GUARANTEE LABELS: The assistance of the Board of Trade is being sought to register and protect the definition of Shetland-produced goods in the same way as protection is now given to such things as Sheffield steel and Worcester sauce.

SHETLAND ISLANDERS BRING THEIR WEEK'S WORK TO THE RECEIVING CENTRE AT LERWICK, SHETLAND: From here their knitted garments will be dispatched all over the world. But the poor quality of foreign goods described as "Shetland" is threatening to debase the name and reputation of the genuine Shetland products.

"AS YOU LIKE IT" AT STRATFORD

The Third Play of the 1952 Series, a Lively and Inventive Production at the Memorial Theatre

The four Shakespearean plays chosen for Stratford this year pair up rather neatly, the two great tragedies, *Coriolanus* (the opening production) and *Macbeth*, which will be presented next month, being balanced by the two comedies about exiles—Michael Benthall's production of *The Tempest*, a revival of the 1951 success, and Glen Byam Shaw's production of *As You Like It*.

Margaret Leighton, who lends such enchantment to the part of Ariel in *The Tempest*, is enchanting in the part of Rosalind, with her mixture of humour and tenderness. She receives first-rate support from Siobhan McKenna as Celia, and altogether it is a truly memorable production. The only marked criticism has been regarding the use of sub-tropical vegetation in the Forest of Arden.

This is the ninety-third season at Stratford and it will go on until November. Bookings are already heavy and, as ever, there are very few empty seats.

SHAKESPEARE'S GREAT PASTORAL PLAY ENTERS THE STRATFORD REPERTORY: David Dodimead as Oliver, Siobhan McKenna as Celia, Margaret Leighton as Rosalind, and Laurence Harvey as Orlando in Glen Byam Shaw's production of *As You Like It*, which was presented at Stratford's Memorial Theatre on April 29.

MOTLEY'S SETTING FOR THE FOREST OF ARDEN: Oliver and Celia, Orlando and Rosalind with the members of the exiled Court. There is a departure from tradition in that this most springlike of pastoral plays starts by showing Arden in winter.

A COURTLY BOW FROM THE PHILOSOPHER JACQUES: Michael Hordern as Jacques, Margaret Leighton as Rosalind, and Laurence Harvey as Orlando. Michael Hordern has another very big part, that of Menenius in *Coriolanus*.

THE FAIR ROSALIND: Margaret Leighton, who interprets this role—a familiar one to her—with such individuality. This tall and graceful actress is Ariel in *The Tempest*, and in the next production she will play Lady Macbeth.

THE MODEL OF A ROMAN BARGE TAKES THE PLACE OF THE ORIGINAL DESTROYED BY THE GERMANS : The wooden model, based on one of two Roman pleasure barges found in Lake Nemi, near Rome, was built in Naples and conveyed to the Nemi museum by road. The model is one-fifth of the original size.

In Italy Now

THE NEW ROMAN BARGES OF NEMI, AND THE RISE OF THE NEW CASSINO

Once again the vast museum standing on the shores of Lake Nemi is sheltering Roman relics—even if they are only models of the originals. Last month the Italian Army and Navy worked together in order to convey a model of a Roman pleasure barge from its place of construction at the naval arsenal in Naples to the museum in Nemi, about 120 miles away. The barge, together with another which had already been placed in the museum, had taken two years to build. The models are based on the design of two barges found in the lake about twenty years ago and destroyed by the Germans during their retreat from Rome. Having been identified as barges used by the Romans for private debauchery, they were hauled ashore and the great museum built around them. Owing to transport difficulties it was decided that the models should only be one-fifth of their original size. Even so, it took the Army tank-transporter forty-eight hours to haul the second model from Castellammare, near Naples. As the two models occupy half the original space allotted in the museum, the other half will be filled with other Roman relics discovered in the area.

LAST STAGES IN THE JOURNEY OF THE MODEL BARGE : *Left*—Resting on the tank-transport trailer, the 47-ft.-long model is made ready for its last haul into the museum built to house the two original relics. *Right*—The barge, foreground, rests on special wooden rollers inside the museum. The second model is in its place in the background. The large museum was built round the two original barges, as it was impossible to move them once they had been pulled ashore.

A BLOCK OF APARTMENT HOUSES IN THE NEW CASSINO WHICH IS BEING BUILT A LITTLE TO THE WEST OF THE BOMB-SHATTERED TOWN WHICH ONCE HAD A POPULATION OF 19,000 : Cassino may one day become the handsomest town in Italy, just as it was once the prettiest before the day when it had the ill fortune to become the pivot of Germany's Gustav Line. The monastery itself, standing on the summit of Monte Cassino, is now near complete restoration. The funds for the work have been raised mainly by the Benedictine Order, which founded the ancient abbey more than 1,500 years ago. During the great battle for Cassino in 1943-44, one of the bitterest of the Second World War, the town and monastery took the weight of 25,000 tons of bombs during the long and bitter siege. For it was here that General Alexander's advance on Rome was held up by the determined German resistance. Not even the 1,000-bomber attack on March 15, 1944, could dislodge the enemy. Among the new buildings now rising in Cassino are several handsome blocks of workers' flats built by the Italian Ministry of Public Works. They each accommodate twenty-two families who lived in Cassino before the invasion of Italy and who fled as the tide of battle rolled along the Appenines.

LOOKING DOWN ON THE NEW CASSINO FROM THE BENEDICTINE MONASTERY, AND SHOWING THE MAIN ROAD TO NAPLES RUNNING STRAIGHT THROUGH THE CENTRE : At the summit of Monte Cassino is a stone memorial marking the exact spot where the attacking Poles met and overcame picked troops of a German parachute division engaged in a last desperate stand.

TULIP TIME IN ENGLAND

Gathering Tulips at Spalding; The Riverside Walk on the South Bank; the New Dock at Eastham; a New Locomotive; and Other Home News

A FIELD OF TULIPS A FEW MILES FROM THE BUSY LINCOLNSHIRE CENTRE OF SPALDING: Up to his knees among the flowers a worker is seen gathering armfuls of tulips for the market. In the background is the stately perpendicular church of Pinchbeck, a well-known feature of the flat Fen landscape. Tulip-fields in this part of the country are at present the scene of great activity. Some of the flowers are cut and sold, and other plants, nearing the end of their flowering period, are "headed," so that their bulbs will be suitable for sale next season. When tulips are "headed" the petals are carefully gathered and destroyed so that they do not drop and rot on the ground, encouraging the dreaded tulip disease known as "Tulip Fire." Spalding and the country for miles around is strikingly Dutch in appearance. Vast quantities of flowers, potatoes and the bulbs of tulips, daffodils and narcissi are grown in the rich, flat country.

GATHERING TULIPS IN A LINCOLNSHIRE FIELD: Many of the plants in this picture are nearing the end of their flowering and they will be "headed" for sale next season as bulbs.

THE SCENE AT THE SOUTH BANK EXHIBITION SITE, WHERE GARDENS AND A RIVERSIDE PROMENADE ARE UNDER CONSTRUCTION: The Royal Festival Hall and the Shot Tower are on the left, and the Skylon, which is now being dismantled, still stands against the background of Big Ben and the Houses of Parliament. The opening of the promenade just before Easter was a cheerful affair. The ceremony was performed by Mr. I. J. Hayward, Leader of the London County Council, who cut a white-and-blue ribbon at the downstream boundary—the colours, from the Council's coat-of-arms, symbolising the Thames. With a party which included the Pearly King and Queen, Mr. Hayward walked the half-mile of reclaimed river-bank, demonstrating that this was the first time for centuries—except during the Festival last year—that Londoners have been able to walk along this verge of the river. The present work is part of an interim scheme, and the Council has a long-term plan for laying out the site as a memorial to Londoners who lost their lives in defence of the city during the war.

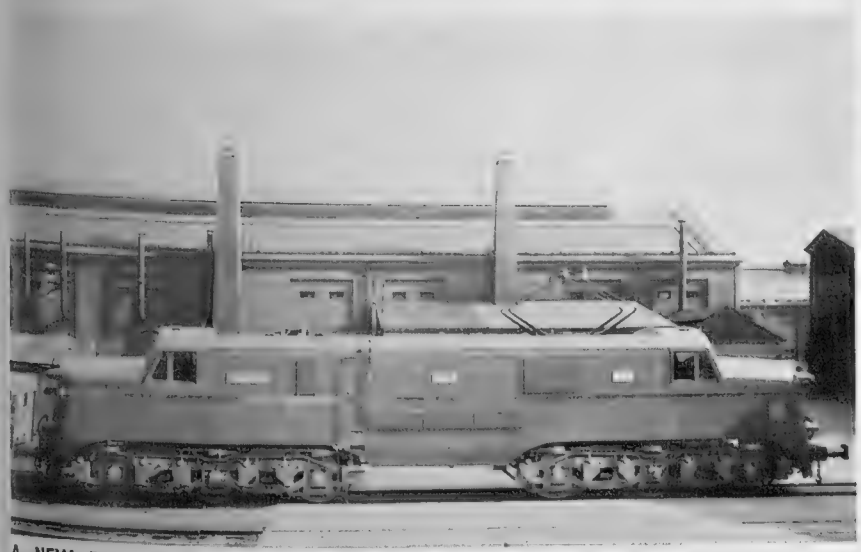
PROGRESS AT THE BANKSIDE POWER STATION: The towering steel and brick of the graceful, 300-ft.-high chimney of the new Bankside Power Station emphasizes in this picture the ugliness of the battery of stubby chimneys of the old power station. The coating of bricks around the frame of the new chimney is rapidly catching up with the steel structure which has already become a landmark. The many critics of the project, who claimed that the noble, historic dominance of St. Paul's Cathedral would be destroyed by the erection of the power station on the South Bank opposite, have lately been silent, and it may be that they are satisfied that the new building enhances rather than detracts from the lovely aspects of both sides of the river at this point. Only oil fuel will be burned at the new Bankside Power Station, and in the base of the great chimney a smoke-abatement unit will be fixed. The generators will provide enough electricity to keep 600,000 electric fires burning night and day.

A LOCK-GATE FOR THE MANCHESTER SHIP CANAL COMPANY'S NEW DOCK AT EASTHAM: *On left*—At the end of its voyage from Barrow the gate is manœuvred into position at the entrance to the lock. *On right*—The entrance lock for the new dock at Eastham, for which the gate is intended. The lock is 800 ft. long and 100 ft. wide.

It is expected that the new dock now being constructed for the Manchester Ship Canal Company at Eastham, to meet the increasing demands of the rapidly developing oil installations at Ellesmere Port, will be completed towards the end of next year. The dock will occupy 18 acres and have a depth of 40 ft. and will be approached by an entrance lock 800 ft. long and 100 ft. wide. The entrance lock will eventually be equipped with three lock-gates, the first of which arrived recently by sea from Barrow-in-Furness and will shortly be placed into its permanent position. The gate is made entirely of steel and is 106 ft. long, 23 ft. wide and 60 ft. high. It weighs 1,700 tons and in its permanent position will contain 800 tons of water ballast.

A SCALE MODEL OF FOUNTAINS ABBEY AS IT WAS IN 1539: This view is from the north-east, showing how the Abbey was built partly over the River Skell, which was used by the monks as a source of power for their grain mills. The model was first suggested by Commander C. G. Vyner, of Studley Royal, Ripon, and was designed by the noted archæologist and antiquarian, Mr. Arthur E. Henderson, who spent nine months on research work. It was built by Mr. Philip Kemp and Mr. Ernest Wilson, of Surbiton, Surrey, entirely of ivory-coloured plastic and is 12 ft. 6 ins. long. The model was carved by hand and took three years to complete. It is now installed in a special museum between Fountains Hall and the Abbey ruins at Ripon, Yorkshire, where it may be seen by visitors. Fountains Abbey was a Cistercian house founded in 1132.

THE LAST OF THE LAKELAND "CLOGGERS": Sixty-eight-year-old Bob Shepherd, the last clog-maker of the Lake District, is seen in his workshop at Hackthorpe, near Penrith, Cumberland. He still finds enough custom to keep him busy and countless visitors look in at his workshop to watch the old "clogger" at work. But the demand for clogs, once considered the most serviceable sort of footwear by countryfolk, has fallen off heavily since Bob, at the age of fourteen, followed his father and grandfather in this craft. His family records show that in those days as many as 850 pairs of clogs were made and countless repairs completed in a single year, keeping five men busy making the wooden soles from birchwood and the uppers from leather. The advent of mass-produced leather and rubber boots put an end to that, but Bob still makes his clogs and stoutly maintains that they are the finest of all the various kinds of footwear.



A NEW BRITISH ELECTRIC LOCOMOTIVE FOR THE SPANISH RAILWAYS: It was built jointly by the English Electric Company Limited and the Vulcan Foundry Limited for the Spanish Railways and is the most powerful so far manufactured in Britain.

REPRESENTATIVES OF THE SPANISH GOVERNMENT AND OF OTHER OVERSEAS COUNTRIES INSPECTING THE FIRST OF THE NEW ELECTRIC LOCOMOTIVES BEING BUILT IN BRITAIN FOR THE SPANISH RAILWAYS: Sixty of these locomotives have been ordered by the National System of Spanish Railways. They are of 3,600 h.p., and capable of a maximum speed of over 68 m.p.h. The superstructure is streamlined, with a cab at each end, and the bogies, which are of the six-wheel bar frame type, are designed to enable the locomotives to operate over the severely curved tracks of the Spanish lines. An extensive programme of main-line electrification is being carried out in Spain, particularly in the north.

TWO STUDIES OF BATS IN FLIGHT TAKEN DURING RECENT EXPERIMENTS AT THE FRANKFURT ZOO: The bat in the picture *on the left* has its ears pointing forward to catch echoes of the high-frequency squeaks it is emitting and which, by a process similar to radar or echo-sounding, provides the animal with immediate and accurate information of obstacles in its path. The picture *on the right* shows a bat heading straight for the camera with the membranous wings, supported on its enormously elongated "fingers," fully extended. During the past few years much new information has been obtained on the habits of these strange and useful creatures.

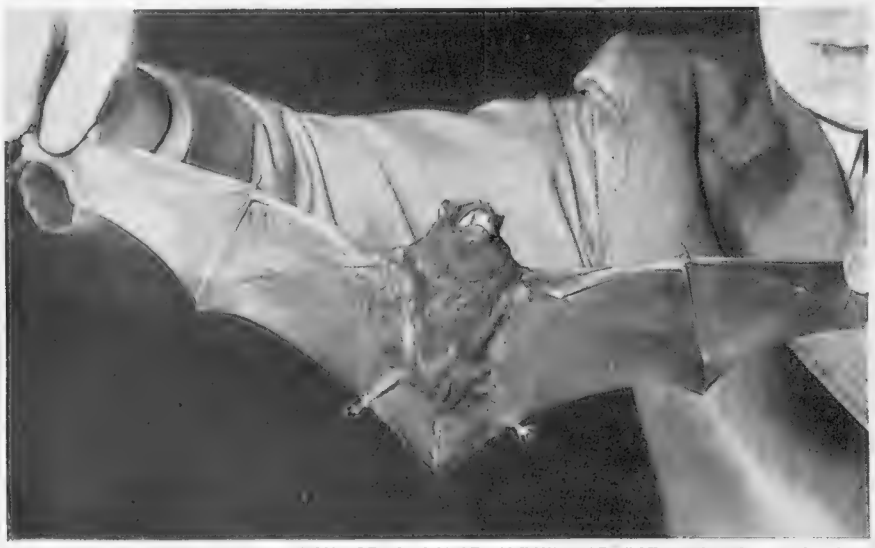
BATS FLY BY RADAR

Recent Research Has Thrown New Light on the Habits of These Mysterious Little Mammals

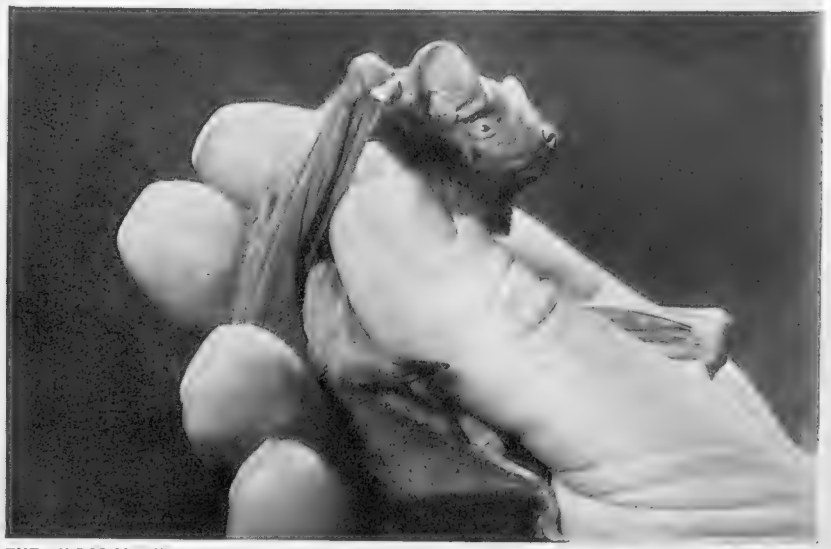
AN INDIAN FRUIT-BAT WITH HER BABY CLINGING TO HER FUR: This very large bat is often miscalled the flying fox. In India hundreds of them can sometimes be seen asleep among the branches of large trees.

A FLYING BAT APPROACHES A TABLE LAMP DURING EXPERIMENTS AT THE FRANKFURT ZOO: This picture shows clearly how the wing's wide expanse of membrane is supported by the arm and the elongated "fingers." For centuries the bat was believed to be a kind of bird, but the old German name, Fledermaus, or Flying mouse, shows an appreciation of its true position in the zoological world.

THE FACE OF A LITTLE HUNTER OF THE NIGHT: Much of the superstition which has gathered round bats through the centuries may be due to the unfortunate fact that most of them have hideously ugly faces.



DEMONSTRATING THE WING-SPAN OF A LARGE SPECIES OF BAT: The long, hooked toes, by which the bat hangs inverted when at rest, can be seen clearly in this picture. The wings are wrapped around the animal's body when it is asleep.



THE "RADAR EQUIPMENT" OF A BAT: For so small a creature the bat has enormous ears. They are highly specialised to pick up echoes of the high-frequency squeaks uttered in flight, a process analogous to radar.

Bats have been of peculiar interest to the naturalist since the time of Aristotle, who was gravely libelled by being accused of regarding them as birds. Until only a couple of centuries ago they were dismissed as "unclean fowls" by all but a few students of natural history and the difficulties of studying them alive and in their natural environment discouraged serious attempts to accumulate knowledge of their habits. Bats are the only mammals capable of true flight and their whole structure has been drastically modified to make this possible. The bones are hollow and exceptionally light; the hind-legs and tail very short and the "fingers" of the forelegs enormously extended to support the membranous wings. The strong shoulder-girdle, the capacious chest and the "keel" of the breast-bone are other adaptations associated with the bat's ability to fly. Most of them are insectivorous but the large bats of India—wrongly called flying foxes—live on fruit, and where their numbers are great they do considerable damage in orchards. There are a few species, notably the Desmodus of Central and South America, which will suck the blood of animals, including man, but oddly enough the so-called vampire bat is not among them. Twelve British species have been recorded and since all of these are insectivorous the imaginative lady who claims for herself the awful experience of a bat flying into her hair does herself no compliment. The bat's powers of flight, moreover, are too considerable to permit such a thing to happen by accident. It is a delight to watch the aerial gymnastics of the little British bats at dusk as they catch gnats and moths on the wing. How they are able to do this was, until quite recently, one of the great mysteries of natural history, since many years ago the Abbé Spallanzani was able to show that bats fly as adroitly as ever when they are deprived of their sight. It has been found, however, that they are able to locate obstacles by a system not unlike radar—echo-sounding would perhaps be an even better analogy. While in flight bats emit a series of squeaks of a frequency too high to be audible to human ears. By means not yet fully understood they are able to measure their distance from solid bodies reflecting or echoing the sound instantly and accurately, so that they can dash through the branches of a dense tree without so much as brushing a leaf. Bats hibernate when insects are not available for food. They are all nocturnal and spend the day hanging upside down in hollow trees, caves, or the roofs of buildings. Colonies numbering thousands are sometimes found in caves, where huge liquid deposits of their guana, centuries old, are a menace to speleologists. During the past few years bats have been trapped and ringed like birds and it is likely that our still scant knowledge of their habits will be considerably augmented by this means.

OEYNHAUSEN WANTS TO BE BAD OEYNHAUSEN AGAIN

THE HEADQUARTERS TOWN OF THE BRITISH ARMY OF THE RHINE SEEKS TO REGAIN ITS STATUS AS A WATERING-PLACE

THE HOTEL KOENIGSHOF, BAD OEYNHAUSEN, ONCE THE RESORT OF VISITORS SEEKING THE CURE AT THE FAMOUS SALINE SPRINGS, NOW THE HEADQUARTERS OF THE BRITISH ARMY OF THE RHINE: The Mayor of Bad Oeynhausen is now seeking his town back, and is petitioning on behalf of the citizens regarding the 790 buildings still held by the British, including all the bathing establishments except the smallest. These bathing establishments are being used as stores, whereas before the war they were visited by a total of about 20,000 people each year, for the most part seeking rheumatic cures. The British High Commissioner says the British may be moving out soon as a result of the reshuffle of Allied forces in Europe, which will take effect when the twelve-division German Army takes the field in the European Army.

THE BUST OF THE TOWN'S FOUNDER, FREIHERR VON OEYNHAUSEN, STANDS IN FRONT OF THE OLDEST BATH HOUSE: This building is now in course of renovation, and it is hoped by the citizens that it will soon be available again for rheumatic cures.

ERE WERE VIGOROUS PROTESTS FROM THE GERMAN POPULATION WHEN THIS BATH HOUSE WAS BURNT DOWN: Before the war it was one of the most frequented of the bathing establishments in the Westphalian spa. When it was burnt down it was being used as a British Army store.

THIS GRECIAN-STYLE BATH IS NOW THE SHOPPING CENTRE FOR THE WIVES AND FAMILIES OF BRITISH SERVICEMEN: A notice on the balcony in the centre of the colonnade bears the words "Families' Shop, N.A.A.F.I." Once the place was the resort of sufferers from rheumatics. The saline springs at Bad Oeynhausen vary from 77 to 93 degrees Fahrenheit.

THE PRE-WAR AND POST-WAR SHOPPING CENTRES OF BAD OEYNHAUSEN: *Left*—The arcades of the former luxury shops of the spa are either empty or else are used as Army stores. *Right*—The German inhabitants, who had moved out from the centre of the town, shop in these temporary wooden buildings on the outskirts.

BRODICK, IN THE ISLE OF ARRAN, MAKES AN EXCELLENT CENTRE FOR THE HOLIDAY-MAKER: Here, says Gordon Cooper, the visitor can be entirely free from speed and noise and milling crowds. Accommodation on the island is good. Brodick is linked by steamer with the mainland port of Ardrossan.

THE SPHERE OF TRAVEL

NORTH OF THE BORDER AND ACROSS THE IRISH SEA

Holiday Suggestions for the Traveller who Wishes to Stay in the British Isles this Coming Summer

YOU may think me biased if you like—for I am a Scottish-born Scot—but I know no greater travel thrill than to journey north of the Border and find oneself plunged headlong into history and into a land which has never been conquered.

Yet steeped in beauty and saturated with romance as Scotland undoubtedly is, its basic appeal comes from its character—the character that comes from the soil, the people, and even the air itself. It is an insidious lure, a medley of sharp-edged contrasts and bewildering variety, of stern peaks and smiling green straths, of foaming mountain torrents and rippling silver streams, of gently sloping meadows and rolling moorlands where the wild wind skirls like a pibroch. Forthwith, the mind is stimulated and invigorated.

An almost complete absence of artificiality, too, is not least of the country's attractions for the holiday-maker. Its famous golf courses, for instance, are natural in their conception and are not man-made; its kilted men and the music of the bagpipes are not part of a "Come to Scotland" campaign; and even its dumpy Clyde piers are designed to serve a useful purpose—the arrival and departure of ships—and not to provide meccas for youthful slot-machine enthusiasts.

By the magic carpet of B.E.A. all kinds of hitherto rather remote places are now brought within easy reach. You can breakfast, for instance, in London, and arrive in time for lunch at Campbeltown, in Kintyre, where in the "good old days" there were no fewer than thirty-five distilleries, for illicit distillation was then a highly profitable industry. (Only two now remain, however, in working order.) But it is golf that is the magnet to-day, for at near-by Machrihanish is to be found one of Scotland's finest courses. Here, alongside the course, the great Atlantic rollers crash into foam on a truly magnificent beach. I know of no more stimulating spot on these isles.

Both Shetland and Orkney are within easy air reach of Glasgow and Aberdeen, and in Lerwick and Kirkwall there are comfortable, solid hotels where they know how to feed you well. In addition, there is the appeal of being among an almost "foreign" people, while the changing skies and atmospheric effects exercise an insidious fascination, difficult to describe but a lodestone in your memory after you have gone away.

This curious and almost overpowering nostalgia also comes over me when I think of the lovely island of Skye, where the Coolins raise their weird black peaks against the Atlantic sunset. In any list that I would draw up of the world's finest views, I would place very near the top that perfect scene over the water of the mountains seen from the Kyle of Lochalsh. The Lochalsh Hotel is to be recommended, while on Skye itself I would certainly choose the white-harled Sligachan Hotel, renowned for its good food and the genial nature of its manager who, of course, wears the kilt.

For those who would like to tour the Highlands from a centre, then Inverness, the chief town, is excellent. Northwards and westwards are the wildest and loveliest parts of the Scottish Highlands, a countryside where one may feel the presence of the ageless elements.

From all over the world visitors come on pilgrimage to the Burns country in Ayrshire, but the Scottish poet had also considerable links with near-by Dumfriesshire, in whose capital town, Dumfries, he ended his days. This part of Scotland is singularly little known, yet it has many enchanting corners, and it is a favourite with a number of artists. Further west, there is Galloway, where you will find mountains and lochs as attractive as anywhere else in the country. R. L. Stevenson, Sir Walter Scott and S. R. Crockett were all gripped by the romance of this countryside, of which they have given many vivid pictures in their writings.

My omissions are perturbing me seriously, but as a confirmed island-lover, I feel that I must fill in one important gap: the Isle of Arran. This, to me, is one of the loveliest islands in the world—an island of hills and heather moors, of sandy lagoons and crystal streams. It is an island of colour and romance. And if you are seeking a holiday spot where you can be entirely free from speed and noise and milling crowds, then here is the place you have been seeking, for it is an oasis of peace. Brodick, with good accommodation, makes an excellent centre.

* * *

On a recent visit to Ireland, I found on arrival in Dublin I lacked that essential item of a smoker's equipment: a box of matches. My first Irish purchase, therefore, was made at a tobacconist's. The box was charmingly and appropriately labelled, "The Friendly Match." The matches themselves were, of course, no different from those one can buy elsewhere; but the unusual name hit the right note of introduction to a country, where even the humblest inhabitant seems to greet you graciously, delicately, casually, "Now, just make yourself quite at home here. We 're friends and you 're welcome."

I feel that hospitable note the moment I step on to an Aer Lingus plane—my favourite airline. Rather unexpectedly, for the Irish, like the Spanish, sensibly abhor robot-like efficiency, this company is not to be excelled in its enterprising offer of travel excursion bargains. They are available from quite a number of centres in the United Kingdom, and you can get particulars through any travel agent. And when I go to Ireland, I want to get there as quickly as possible.

The scenic interest of Ireland lies almost entirely in its coastal belt. Here the choicest scenery is to be found in the south-west (Kerry and Cork), the Connaught country including Connemara and Mayo, and in the north-west, where Donegal is all but cut off from the rest of Eire. On the eastern side Wicklow is full of beauty. The whole coastline, however, is attractive, with the possible exception of the stretch in the south-east which runs from Tramore, near Waterford, up to Arklow, just over the border in Wicklow. This piece of the coastline lacks the mountains which give all the rest of the sea coast its attraction; and yet, it has charms of its own.

The interior of Ireland, no part of which is more than sixty miles from the sea, is generally featureless. This is not the case, however, with the various islands off the western coast, the best-known of which, the Arans, have an especial charm and much interest for those persons who like to get off the beaten track, into somewhat primitive surroundings. There are, I should add, comfortable lodgings, where you can eat wonderfully well, the local mutton, indeed, providing a gourmet's delight. I have never tasted better. And then there are the Mullins, the Gills, the Flahertys and the Connollys, who make up the majority of Inishmore's four tribes. (Inishmore, the largest island of the group, is the best one for a visit.) Their salutations as you meet them on the road are a litany of benedictions. The human element is however, not the only feature of appeal on the Arans. There is also an abundance of prehistoric forts and very early Christian buildings.

Across the waters of Galway Bay is Connemara with its wild beauty of untamed nature. This is Gaelacht country, where little English is spoken except to strangers. But nowhere in the world are sincere strangers greeted with greater courtesy. The best centre is Carna, where there is one of those hotels (Mongan's) lacking in fancy frills but to which you gladly direct your friends. To the angler this part of Ireland is a paradise, as it is to the walker and the person who is interested in indigenous Irish life.

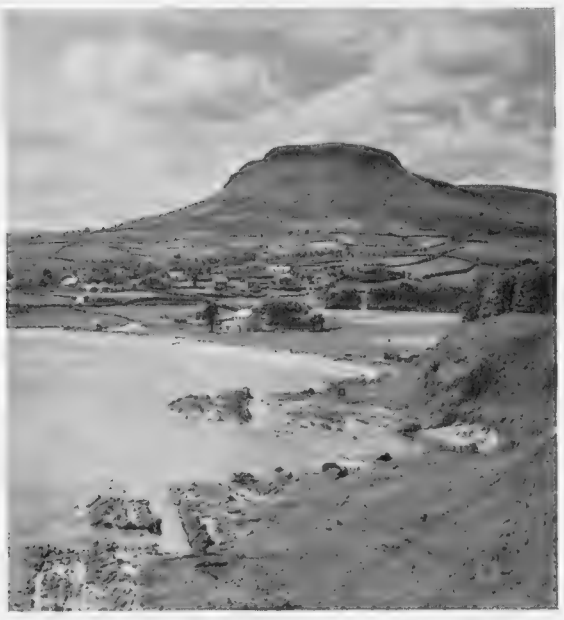
CLIFDEN, IN COUNTY GALWAY: Here is a romantic landscape, and Galway is indeed a paradise for the walker. *(Photo, Irish Tourist Agency.)*

Another part of Ireland's west coast which appeals to me is that of Co. Kerry and Co. Cork. Here three great peninsulas thrust their ridges into the Atlantic, separated by deeply penetrating inlets. The resorts are tiny and have limited hotel accommodation, but you can hardly go wrong in this wild and lovely country. Castlegregory, with its wonderful sands and a strange loneliness, is a great favourite with artists. Glengariff, on Bantry Bay, with the intense blue waters and semi-tropical vegetation, reminds one strongly of the Mediterranean, and it is a resort well furnished with hotels.

Across the border, in Ulster, the coast is also the most suitable part for holidays. There is one forty-mile stretch of road, between Larne and Ballycastle, which scenically ranks among the finest in Europe. Cushendall and Cushendun are two nice centres, and from either you can explore the inland glens of Antrim. While, farther south, those who wish to explore the famous Mourne Mountains will find Newcastle or Rostrevor both excellent for the purpose.

For further information, you can apply to the Scottish Tourist Board (20, York Place, Edinburgh), to the Irish Tourist Association (14, Upper O'Connell Street, Dublin, and 19, Lower Regent Street, London, S.W.1), or to the Ulster Tourist Development Association (Royal Avenue, Belfast, and 13, Lower Regent Street, London, S.W.1).

Gordon Cooper.



LOOKING SOUTH FROM CUSHENDALL ACROSS RED BAY, ANTRIM: This is an ideal centre for exploring the Antrim coast or the inland glens of Antrim, as also is the similarly named Cushendun.

A NEW VIEW OF THE RESTORATION OF THE TEMPLE LOOKING WEST FROM KING'S BENCH WALK: On the left is the new big block of buildings called Plowden Buildings. In the centre can be seen Middle Temple Hall, while to the right of this is the new building of the Cloisters. On the extreme right is part of Temple Church. In the foreground is the clearing for the new headquarters building which will comprise hall, library, common rooms, Parliament Chambers and Treasurer's offices. Part of the old wall of the Hall is left and will be included in the building. In the plans for reconstruction the Temple's collegiate atmosphere is being preserved.

MPLE CHURCH, WITH ITS NEW STONE ON THE EAST FACE FRONT, WHICH HAS BEEN RESTORED WITHIN THE SURVIVING WALLS: Marked progress has already been made in the restoration work of the church, for which Mr. Walter Godfrey is responsible. The church was founded in the time of Henry II and modelled on the church of the Holy Sepulchre at Jerusalem. It was completely burnt out during the blitz.

REBUILDING THE TEMPLE

Work Goes Ahead on the Restoration of the Bomb-damaged Buildings Situated Between Fleet Street and the Thames Embankment

Few areas have suffered more repeatedly in their history than that of the Temple, lying between Fleet Street and the Thames Embankment. In 1381 the rebels, under Wat Tyler, wrecked many of the buildings, and the Fire of 1666 burnt down most of the Inner Temple. Since then each new century has brought fresh disasters until 1941, when high-explosive bombs, land-mines and incendiaries rained down upon the whole Temple area, causing havoc of devastating magnitude. The Temple Church, one of the original buildings of the Templars, was completely burnt out. For many years barristers, clerks and students have gazed out from their chambers on the gaping desolation wrought among this precious group of buildings, but to-day they look out upon a scene of reconstruction, and the new Temple that is rising will be one of which they can truly be proud. Already Middle Temple Hall has been restored and many of the houses in King's Bench Walk rebuilt. In the case of the latter buildings, as elsewhere in the area, the reconstruction has been carried out behind the original façades. Marked progress has also been made on parts of Inner Temple and Mitre Court Buildings, the rebuilding of which has reached first-floor level. The old library, however, is to be cleared away and a new block of chambers is to be erected on the site. The Cloisters (a part of which may be seen in the top picture on this page) consist of seven arches, the design of which has been taken from Sir Christopher Wren's original drawings. Much progress has been made on the church, the north wall of the Choir having been rebuilt externally and two of the Purbeck piers replaced with new stones. In 1950 excavations revealed the presence of a twelfth-century room under the Choir. This room is to be kept permanently accessible by means of a staircase within a new south porch.

A VIEW FROM THE GARDENS ON THE EMBANKMENT: Just behind the tree on the left-hand side are the Plowden Buildings. In the centre is another block of buildings in Pump Court, and on the extreme right is a part of Paper Buildings. The Temple Church's twelfth-century rotunda (next to the buildings in Pump Court), although so ruthlessly restored first by James Savage and subsequently by Smirke, and although burnt out in 1941, is still a structure of exceptional interest.

The World of Books—By VERNON FANE

SHARING A SOHO ROOM

Mrs. Robert Henrey's Autobiography of Two Years is Marked by Candour, Humour and Vitality

CANDOUR, and, of course, an ability to write, are two of the strongest cards that the writer of an autobiography can hold, though they often vary in degree. Mrs. Robert Henrey has a good stock of both these assets and as well that inimitable, unteachable thing which her countrymen call *joie de vivre*. Not that her life as a child or a girl was anything but hard, as we learned in *The Little Madeleine*, and in this new book there is the same poverty and the same delight in the tiny incidents that were treats to her and to her mother, sharing their one Soho room, that was bedroom, kitchen and workroom. In this exiguous space Mrs. Henrey's mother kept house, cooked and worked long hours at her profession of dressmaker while the daughter took a job as manicurist at the Savoy Hotel. MADELEINE GROWN UP (Dent. 15s.) is Mrs. Henrey's account of two years, 1928 and 1929, of this life, and it will amaze none of her admiring readers that the author has managed to colour her tale with humour, with great vitality and with that most disarming honesty of hers. Recommended with enthusiasm.

Viscountess Powerscourt, writing as Sheila Wingfield, shares Mrs. Henrey's vivid pleasure in tiny and generally unobserved incidents, in colours, smells and sounds, and in the rich variety of human foibles. REAL PEOPLE (Cresset Press. 18s.) is a literary sketch-book whose brief essays are full of treasures, so full that there is no space to tell you of all of them, but only to indicate where they may be found; in the pages on the author's father, or her much-loved father-in-law, in an essay on an inspired lecturer at the Victoria and Albert, or on an old Irish poacher, and in the constant vignettes of scenes in Ireland or Norfolk or Palestine or Kent, each caught and held with the exquisite precision of the poet. I look forward to re-reading this book many times and to lending it, possibly chained, to my most appreciative friends.

ARABIAN JUBILEE (Robert Hale. 30s.) has been written by that well-known scholar, diplomat, linguist and explorer, Mr. H. St. John Philby, to celebrate the Jubilee of his friend, Ibn Sa'ud, and it is as impressive a volume, both in its scope and its knowledge, as could have been achieved on the subject of modern Arabia and its ruler. Not only is it a full-dress biography of this powerful figure, but a picture, too, of the country that has been united under him. Mr. St. John Philby, who lives in Arabia, has been for many years Ibn Sa'ud's adviser, and can be said to know him and his political career as well as any man and certainly any writer. He has an admiration for him amounting to reverence that may chime oddly on other Western ears, especially when he prefaces his work with those lines from the Psalms: "Praise Him for His mighty acts; praise Him according to His excellent greatness." There can, however, be no doubt of the value of this book taken as a whole, or of the comprehensive nature of its survey. Lawrence, incidentally, has only four mentions in the text.

With his customary blend of earnest buoyancy, Commander Stephen King-Hall has written an autobiographical book, in MY NAVAL LIFE (Faber. 18s.), which covers the years between 1906 and 1929, and follows the author in his progress from Osborne cadet to retirement as a commander at the age of thirty-six. The book naturally has much to tell of matters afloat, and its picture of the Navy in the years between the wars, particularly on the China station when the dashing Admiral Leveson was C.-in-C., is very well worth reading. Commander King-Hall's forecasts and political pronouncements are more familiar perhaps to readers and therefore not as much to be appreciated in book form, but from month to month and year to year his naval life makes excellent and lively reading.

GREAT COLLABORATORS, UNEASY PARTNERS: Maurice Evans, as Sir Arthur Sullivan, and Robert Morley, as Sir W. S. Gilbert, walking together outside Shepperton Studios, where they are now engaged in making the film *Mr. Gilbert and Mr. Sullivan*.

TEDDER (Collins. 18s.) is the brisk and brief title of Mr. Roderic Owen's biography of the Baron Tedder of Glenguin, Deputy Supreme Commander for the invasion of Europe, former Chief of Air Staff, Chancellor of Cambridge University and Vice-Chairman of the Board of Governors of the B.B.C., and its very brevity must appeal to its subject who, one knows, suffers neither fools nor long-windedness gladly. Mr. Owen has already written a history of the Desert Air Force, but knew no more of Lord Tedder's career or personality than could be gathered from paragraphs and columns in the daily Press, till he came to start on the present book, and then his healthy spirit of research carried him, or at least his inquiries, back and forth across the Atlantic and the Pacific, from Fiji to Washington, from Devon to New York and finally to the Senate House in Cambridge. The clues were slight, the pursuit of them indefatigable and, under what one takes to be the ironical eye of Lord Tedder, a very lively biography has emerged, complete with such well-found phrases as, in one (1945) instance the excellent collective noun, "an intimidation of Russian women."

A further autobiographical volume from Mr. S. P. B. Mais is called BUFFETS AND REWARDS (Hutchinson. 16s.), and is written with considerable frankness and a very human bias that makes it occasionally irritating, often endearing and generally readable. The record takes the author, who is also a teacher, broadcaster, lecturer and cooking expert, from 1937 to 1951, through the war years in which he suffered many vicissitudes to the present day, when his memories are as vivid and, for the greater part, as kindly as ever. A delightfully discursive book and one that bears the individual imprint of an individual and talented person.

When a publisher feels constrained to warn the reader that he must take the trouble to read carefully if he is to find the action amusing or sad, then that reader has a perfect right to skip or glance about as arbitrarily as a dragonfly, for it is the author's business and nobody else's to see that the reader gives his full attention to a book. No number of admonitory tweaks or nudges are really going to affect that essential relationship between the writer and the reader, although I can understand why it was thought necessary in the case of Mr. Henry Green's new novel, DOTING (Hogarth Press. 11s. 6d.), which is light without being effervescent, and sharp without being acute. The subject, by the way, is the near-unfaithfulness of a middle-aged husband with a girl, and the near-unfaithfulness of his middle-aged wife with his best friend.

TIME AND CHANCE (Constable. 15s.) is a serious and a very good novel told with a purpose and yet not weighed down beyond the level of pleasant readability. Mr. John Connell writes of an imaginary British Trust Territory in South America, in which an English boy lives the first years of his life, to leave it during the First World War, lose his parents in a torpedoed ship on the way back to England, and spend the rest of his boyhood and his youth with a kind, quiet uncle in the Lowlands of Scotland. During all this period the boy's thoughts are of distant Oragoya, and finally he returns there as an Intelligence officer in the Second World War. The two themes, of the man's happiness and ambition, and the threatened end of British rule after 200 years, run side by side and are complementary to each other without a suggestion of contrivance or awkwardness. In fact, a novel to notice and an author to remember.

Mr. Alex Atkinson's novel, ALL NEXT WEEK (Peter Davies. 12s. 6d.), gives one of the best impressions of the difficulties and evanescent triumphs of a seaside repertory company that I can remember reading, although the plot is not worth quite as much consideration. The real interest lies in the selfconscious young male lead, the fading, gin-nipping character actress, the tough but not inhuman manager.

NOUGHTS AND CROSSES (Putnam. 12s. 6d.) is a novel that fits completely into its 1951-52 frame, except, it suddenly occurred to me, for its theme, which is of a lady's indecision whether she shall marry an eligible young man who is of a different religion. This conflict, I seem to recall, brightened and darkened the pages of scores of Victorian and, indeed, Edwardian novels, but I doubt whether it was ever handled with better taste or with a slyer grain of humour than in this exceptionally good first novel by Mrs. Jacobine Hichens. I enjoyed it a great deal for its urbanity, its freedom from cant and its quite enchanting interludes of nursery *mœurs*.

Three Pairs of New Books

Two new books on cricket are **NEXT MAN IN** (Putnam. 16s.), *a Survey of Cricket Laws and Customs, by Gerald Brodribb, and* **CRICKET ALL THE YEAR** (Collins. 15s.), *by Neville Cardus, which is illustrated with portraits of famous cricketers.*

For the lovers of ballet there are **BALLET BIOGRAPHIES** (Werner Laurie. 15s.), *a fascinating new reference book by Gladys Davidson, and* **BALLET FOR BEGINNERS** (Phœnix House. 12s. 6d.), *by Felicity Gray, with photographs by Gordon Anthony.*

Two gardening books published by Faber and Faber *are* **COMMERCIAL CLOCHE GARDENING** (16s.), *by J. L. H. Chase, and* **GRAPES UNDER CLOCHES** (12s. 6d.), *by Edward Hyams. Both are illustrated.*

THE LIFE AND TIMES OF KING GEORGE VI—1895-1952 (Odhams. 10s. 6d.) *and* **HIS MAJESTY KING GEORGE VI** (Hutchinson. 10s. 6d.), *a Study by John Pudney, are two of the many profusely illustrated books portraying the life of the late King.*

LAFAYETTE

A New and Balanced Assessment of "The Hero of Two Worlds"

We still need to know more of the man who said: "The welfare of America is closely bound up with the welfare of mankind," the man of two worlds, two ages, two civilisations, who belonged both to the old regime and to latter-day democracy. Marie Paul Roche Yves Gilbert du Motier, Marquis de Lafayette, with names strung upon him like beads upon a rosary, was born at Chavaniac, in Haute-Loire, in September 1757, a lordling of Auvergne, a product of Bourbonism, and he died in Paris in May 1834, having been in the forefront of every revolution in an age of revolutions, a standard-bearer of liberty no matter who held the reins of power. In LAFAYETTE (Cassell. 21s.) David Loth presents the results of his wide research which has uncovered many new facts regarding the long and important career of the soldier-statesman. What does emerge most strikingly in these pages is that fifty-five years of service to freedom did not succeed in softening Lafayette's hard core of monarchical sentiment. He could talk like a Republican, associate with Republicans, and lead them upon the barricades; but in the final analysis he could not bring himself to create a Republic when the chance to do so lay in his hands, with Charles X ousted in the revolution of 1830 and the crowd ready to acclaim him French President. What did he do? He exchanged a Bourbon for a Bourbon, and made his last revolution for the bankers, the speculators, and the good, solid investors in Government securities. Lafayette may have died deploring his lack of clear-cut achievement, but the world did not for a moment account him a failure. Frenchmen and Americans alike felt that they owed him unending homage, that his coffin held the spirit of freedom as well as the bones of freedom's oldest warrior. There was that in Lafayette's make-up which called forth the liberal spirit in mankind; no matter what he did, men rallied to him instinctively.

How Albert of Saxe-Coburg fulfilled the function of Consort to a Sovereign has often been told; of his gradual assumption of power, his leadership in many fields and his deep-seated sense of family. In his new volume, RESTLESS CONSORT (Stanley Paul. 16s.), Mr. E. E. P. Tisdall gives a colourful account of "the invasion of Albert the Conqueror." He probably adds little to our knowledge, but the story is well told and is indeed often most dramatic, as witness the time when the Prince was accused of sacking Palmerston and at protest meetings up and down the country was branded as a traitor, a Russian spy, a satanic influence who had turned the Queen into a traitress to her country. How Albert survived all this unpopularity to become a veritable power in the land is a tribute to the strength of his character. Mr. Tisdall's book stresses Albert's boundless energy, but over and above all the reader may feel a sense of foreboding; as if the Prince knew that his time would be short and that haste should be the order of every day.

The world voyage of Captain Joshua Slocum, that past-master of the age of sail, who had been left at a loose end with the advent of steam, was a performance of genius and one that will never be forgotten by sailing men. But the *Spray's* voyage round the world in the spring of 1895 was only the culmination of a long and adventurous career at sea, and it has been left to the son, the late Victor Slocum, to fill in the gaps in our knowledge. His book, THE LIFE AND VOYAGES OF CAPTAIN JOSHUA SLOCUM (Rupert Hart-Davis. 21s.), is full and authoritative. It is also most readable, enhancing the sunny memory of the great and witty circumnavigator whom the adulation of the world left quite unspoilt.

It is a little difficult to comprehend the virtue of a mere ninety pages of extracts from the Waverley novels, for Scott above all required a broad canvas upon which to exercise his magic. In presenting SELECTIONS FROM THE PROSE OF SIR WALTER SCOTT (Falcon Press. 5s.) J. C. Trewin has, however, chosen well, and after reading some of these selections we can certainly agree with the pronouncement of the late John Buchan that Scott at his best "can stir the blood like wine and trumpets." Here was a man who loved pageantry and the high romantic device, an incomparable story-teller whose occasional lapses have been perhaps overstressed by several generations of critics.

Two guide-books of special interest are THE CINQUE PORTS (Batsford. 9s. 6d.), by Ronald and Frank Jessup, and SWEDEN (Ernest Benn, Ltd. 25s.), a welcome new edition of one of the famous Blue Guides. The volume by Ronald and Frank Jessup is admirably illustrated. Elizabeth Bowen provides the foreword.

Good handwriting is almost, but not quite, a lost art. In SWEET ROMAN HAND (James Barrie. 15s.) Wilfrid Blunt makes available for study a varied collection of old and new italic cursive hands and includes other kinds for comparison and study. He lays some emphasis upon the freer styles of writing, believing that insufficient attention has been given to the importance of an unselfconscious hand.

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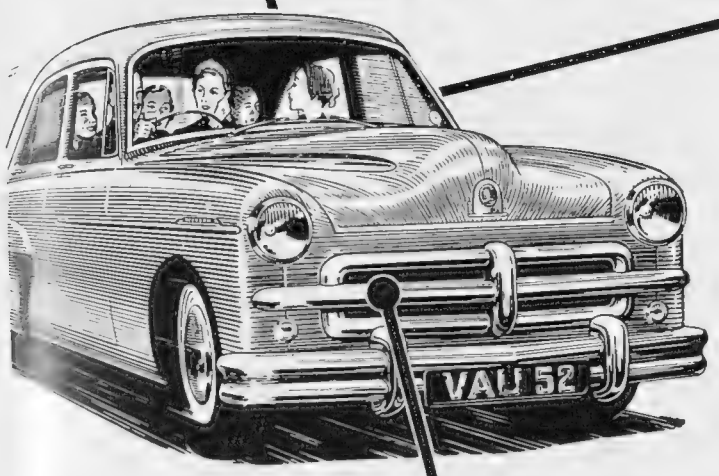

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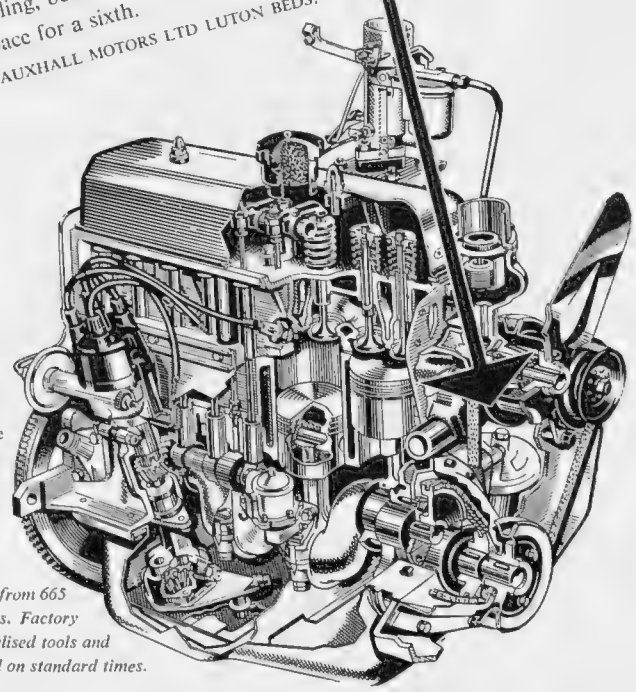

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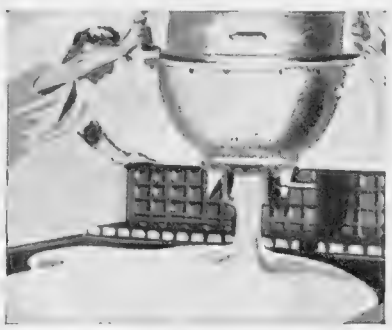

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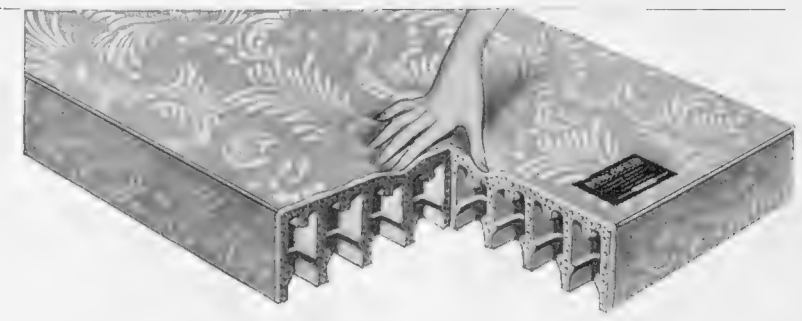

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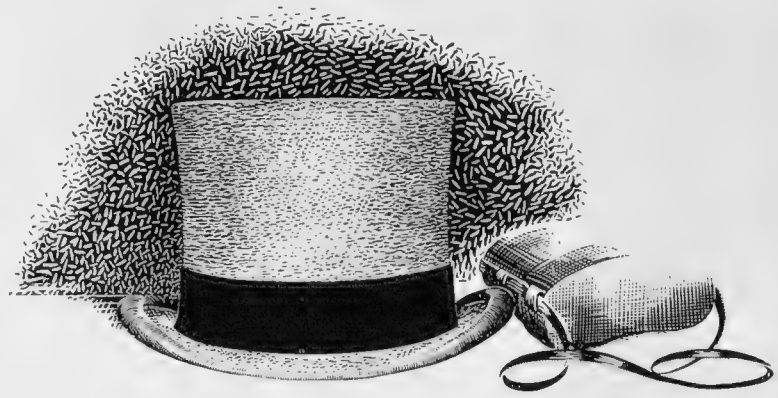

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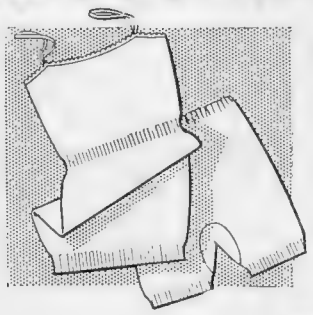

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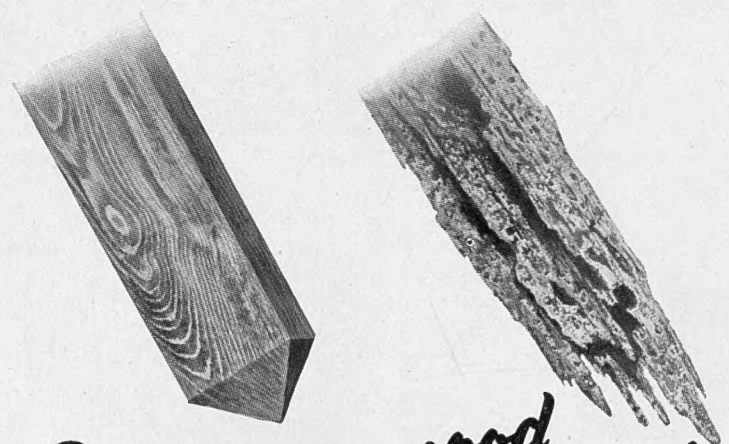

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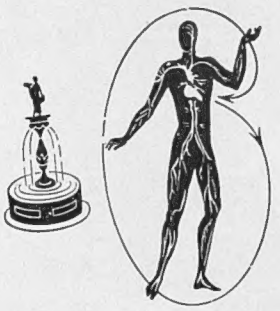

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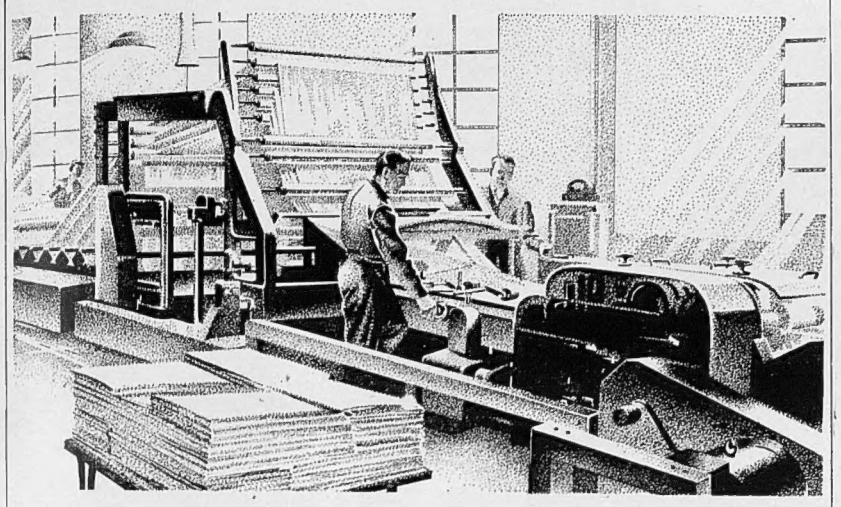

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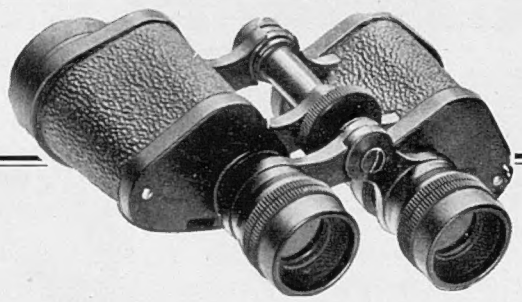

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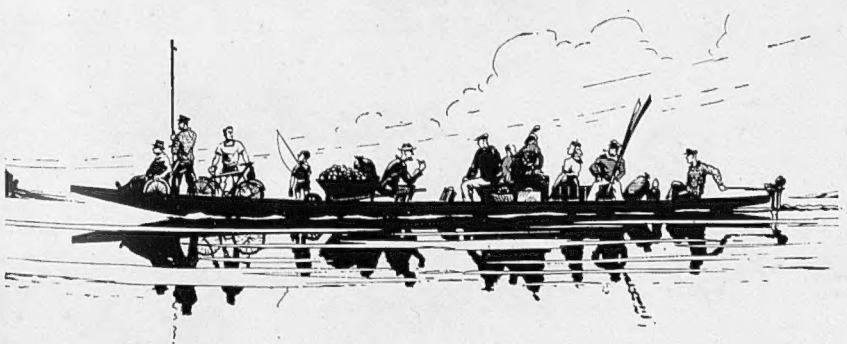

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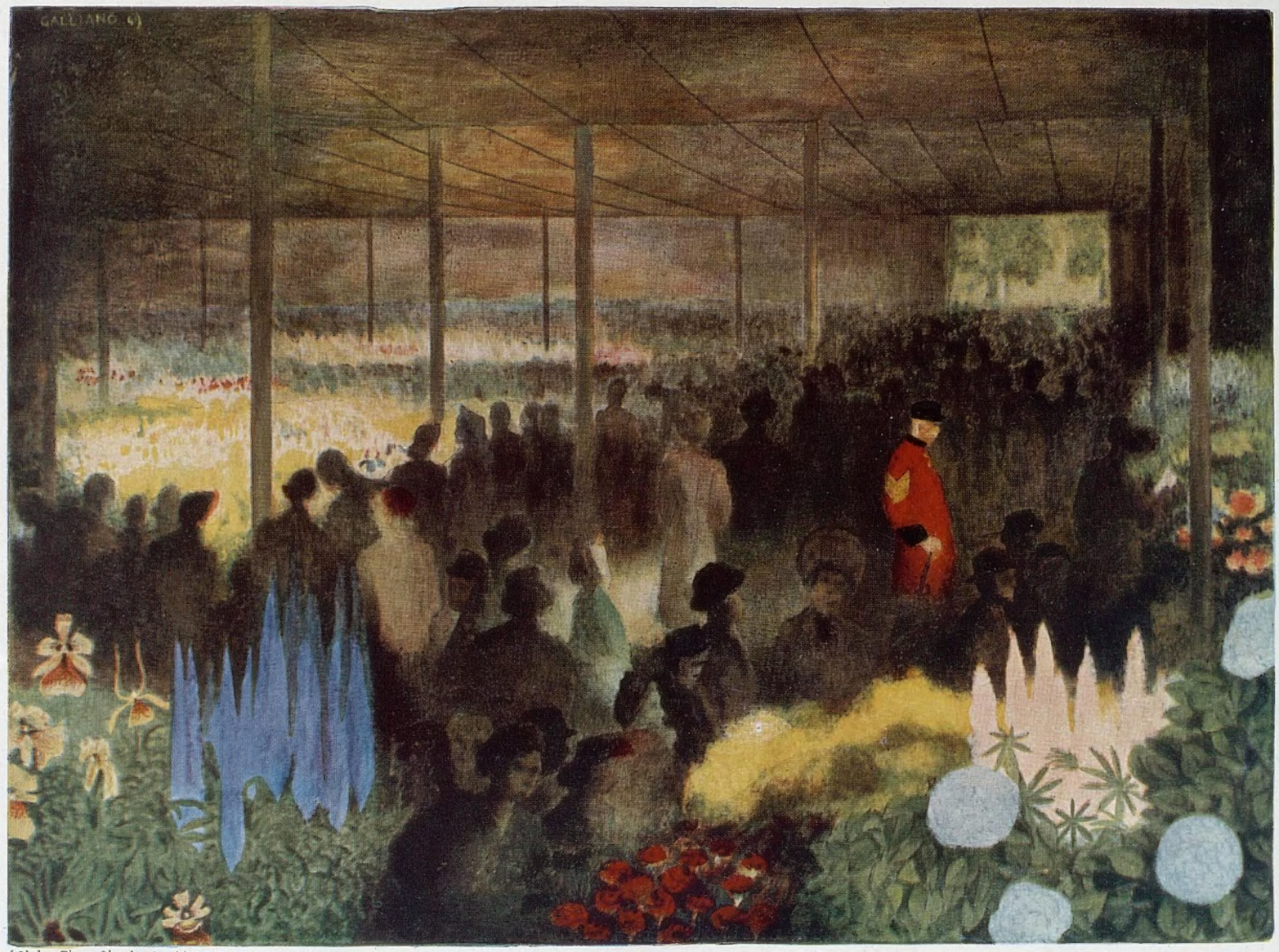

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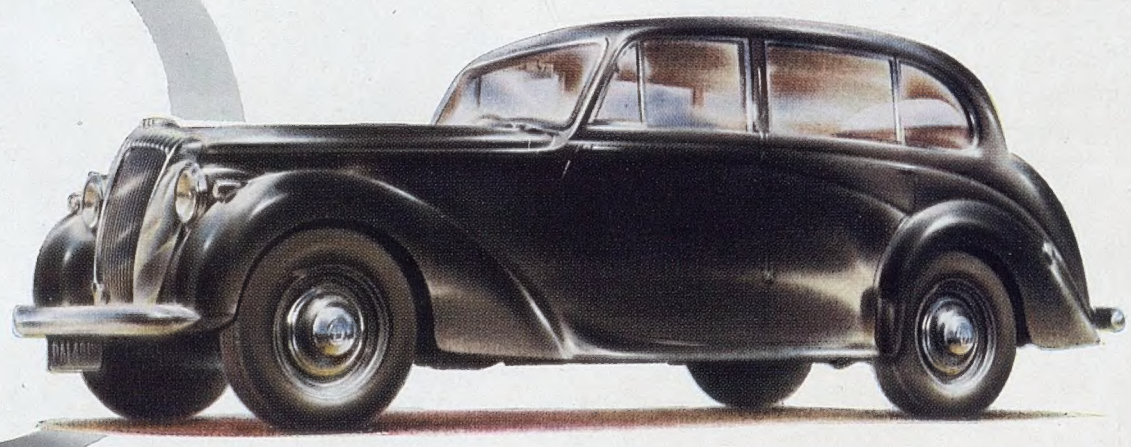

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